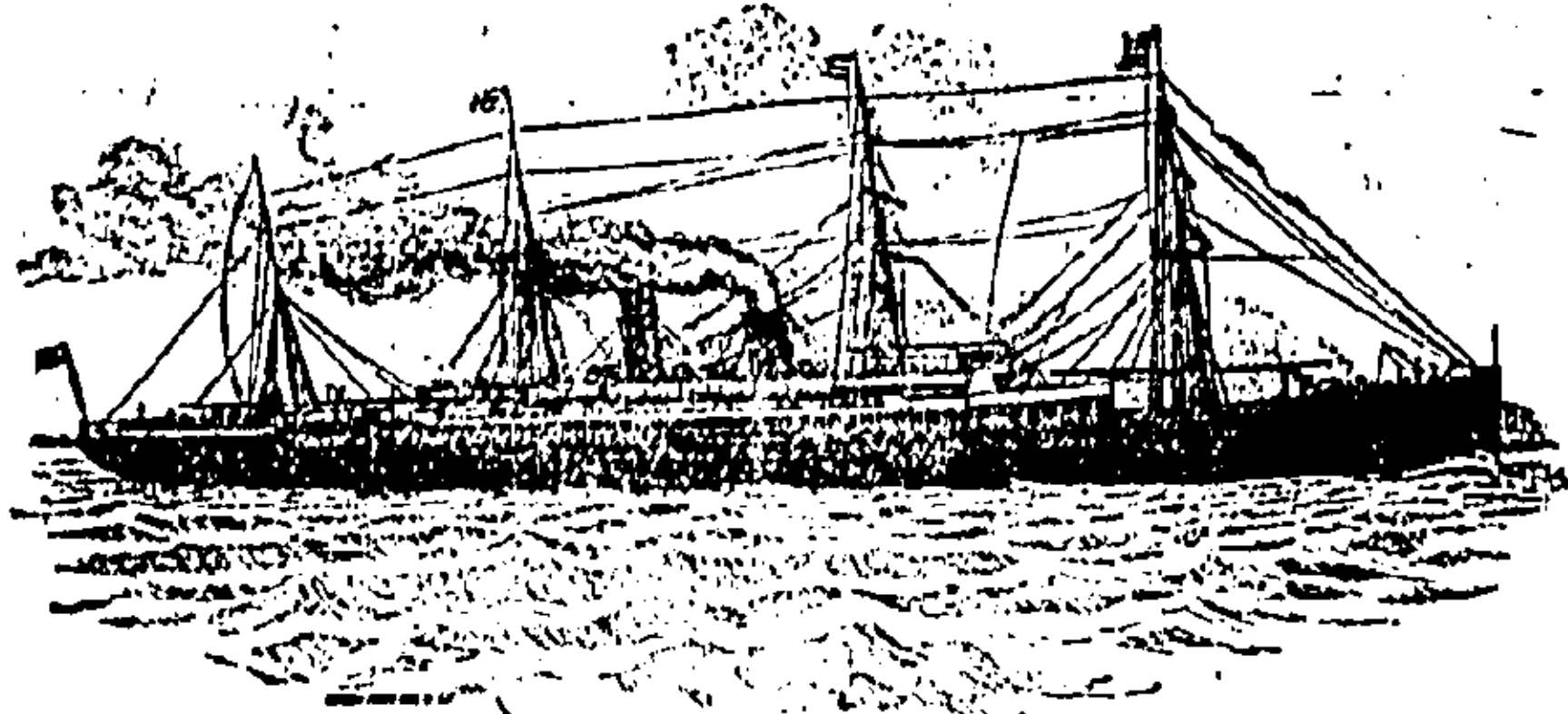


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U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	THURSDAY, 10th March, at Noon.
"GAELIC"	4,205 "	SATURDAY, 19th March, at Noon.
"CHINA"	5,060 "	TUESDAY, 5th April, at Noon.
"DORIC"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIC"	4,352 "	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China, and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

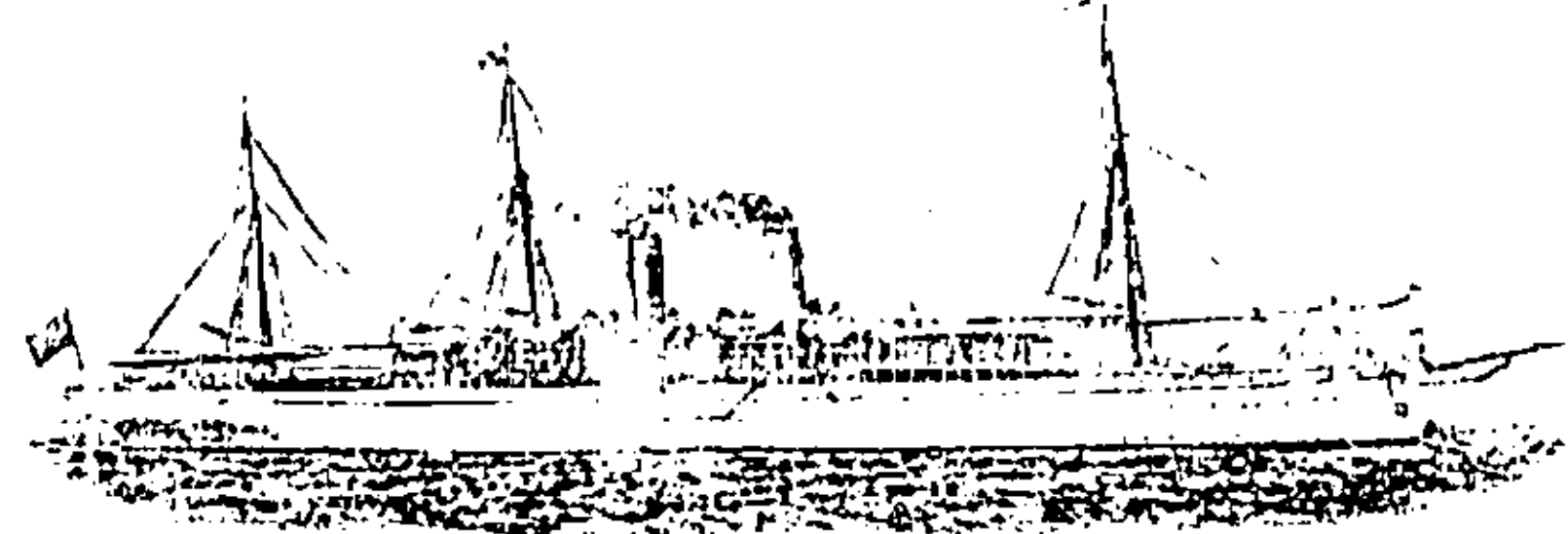
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.
For further information as to Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 24th February, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN", 6,000 Tons..... WEDNESDAY, 9th March.

"EMPRESS OF CHINA", 6,000 "..... WEDNESDAY, 23rd March.

"ATHENIAN", 3,882 "..... WEDNESDAY, 6th April.

"EMPRESS OF INDIA", 6,000 "..... WEDNESDAY, 20th April.

"TARTAR", 4,435 "..... WEDNESDAY, 4th May.

Hongkong to London, 1st Class..... £40. " " £42.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail..... £40. " " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage,

apply to

D. E. BROWN, General Agent,

Hongkong, 24th February, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITHONIA	HAVRE, BREMEN and HAMBURG.	1st March. Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO).	
BAMBERG	HAVRE and HAMBURG.	17th March. Freight.
Miltzoff	(Calling at SINGAPORE and PENANG).	
SAMBA	HAVRE and HAMBURG.	25th March. Freight.
Luning	(Calling at SINGAPORE and PENANG).	
ABESSINIA	HAVRE and HAMBURG.	5th April. Freight.
Filler	(Calling at SINGAPORE and COLOMBO).	
SUEVIA	HAVRE and HAMBURG.	19th April. Freight.
Borck	(Calling at SINGAPORE and PENANG).	
ARTEMISIA	HAVRE and HAMBURG.	3rd May. Freight.
Gronmeyer	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 17, Queen's Buildings.

Hongkong, 23rd February, 1904.

GO TO THE
KOWLOON HOTEL,
KOWLOON.

151

J. W. OSBORNE,

Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,361 tons,	Captain H. D. Jones.
"POWAN,"	2,333 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	A. W. Dixie.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.
"NANNING," 569 " " C. Butchart.
"TAK HING," 618 " " R. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 25th January, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

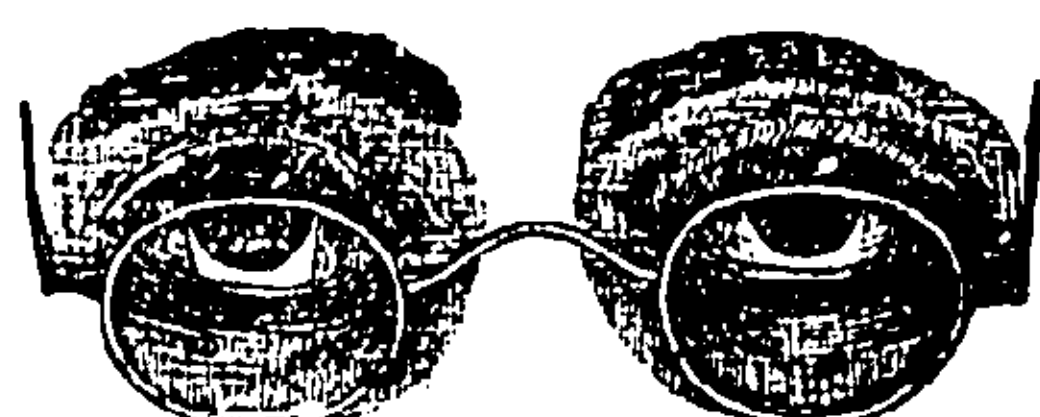
WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

[44]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[29]

WANTED.

POSITION as NURSE or TRAVELLING

COMPANION to Lady or Children.

Return Passage required, if Travelling.

Apply to—

No. 267,
C/o The H.K. Telegraph Office.

Hongkong, 18th February, 1904. [267]

WANTED.

GOOD CLERK Wanted, European or

other.

Apply to—

ROBINSON PIANO CO., LD.

Hongkong, 10th February, 1904. [247]

WANTED.

SITUATION by a YOUNG EUROPEAN

with Bank Experience and a Good

Knowledge of English, French and Spanish

Languages.

Apply to—

"X.Y.Z."
C/o This Paper.

Hongkong, 1st February, 1904. [200]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. L. SAKATA),

DENTIST.

10, Coleman Road, Central.

Hongkong, 9th February, 1904. [15]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25½ lbs. net \$2.85 ex Factory.

General Managers.

Hongkong, 15th August, 1903. [10]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903. [54]

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,

27, DES VEXES ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, and London, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully invited to the advantages offered for Dock-
ing and repairing Vessels and Machinery.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[16]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the OFFICES of the Company, Pedder's
Street, on SATURDAY, the 5th day of MARCH,
1904, at 12 o'clock (NOON) to receive a State-
ment of Accounts to 31st December, 1903, and
the Report of the General Managers and to
elect a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 5th March, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 9th February, 1904. [241]

THE HONGKONG AND SHANGHAI
BANKING CORPORATION.

THE DIVIDEND declared for the Half-year
ending 31st December, 1903, at the Rate
of ONE POUND and TEN SHILLINGS
together with a BONUS of TEN SHILLINGS
STERLING per Share of \$125, is PAYABLE
on and after MONDAY, the 22nd day of
FEBRUARY current, at the OFFICES of the
Corporation, where Shareholders are requested
to apply for WARRANTS.

By Order of the Board of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. [276]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 12½ per Share and
BONUS of 2½ per Share for the Six
Months ending 31st December, 1903, declared
at Monday's Ordinary Yearly Meeting, will be
PAYABLE at the Premises of THE HONGKONG
AND SHANGHAI BANKING CORPORATION, on
and after TUESDAY, the 23rd FEBRUARY,
and Shareholders are requested to apply for
DIVIDEND WARRANTS at the Company's
Office, Queen's Buildings, New Praya.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 22nd February, 1904. [279]

JACK E. ELLIS,
SOLE AGENT FOR.

E. M. RICHFORD'S RUBBER STAMPS,

Patent Elastic "Cushion" Stamp

for Uneven Surfaces,

E.M.R. Pearlless Fountain Pens, Stencils,

Embossing Presses, Self-Inking Stamp Presses,

Cyclostyle, Typograph and

Compo-Lithograph Copying Apparatuses,

Superior Solid Rubber Type Outfits,

Patent "Dove-Tail"

Metal Bodied Rubber Faced Type,

&c., &c., &c.

Full Particulars on application to

8, PEDDER'S

KOREA.

AS A STRATEGICAL OBJECTIVE AND A FIGHTING GROUND.

A sudden appeal to one's more selfish interests is usually sufficient to metamorphose one's indifference towards any subject whatever into an attitude of genuine interest. It has commonly required a similar appeal of this sort to rouse Great Britain to a display of energy in foreign affairs. With a people possessing so feeble a grasp of distant politics and a Press largely reflecting the comatose parochialism of its readers, it is little wonder that Imperial interests so often go to the wall.

The question, however, of Korea, whose exact location will be a puzzle to a vast number of intelligent British electors has so important a bearing upon the interests of this country in the future as to deserve a few moments' consideration, even in the midst of such absorbing questions as Borough Councils, passive resistance, and tariff recriminations.

At the present moment the Far Eastern Question divides itself into two inter-related parts—the question of Manchuria and that of Korea. The value of the former is comparatively commercial, the latter wholly strategic. Thus what we stand to lose in Manchuria either by the inertia of the nation or the timidity of our statesmen is a large volume of trading interests, whose surrender will, of course, be the precursor of further commercial sacrifices to the Muscovite Moloch later on.

The question of Korea's political future, on the other hand, is weighted by no commercial considerations of any magnitude. It is entirely one for the military and naval strategist, a fact which brings us into direct political fellowship with Japan and the United States of America. To put it plainly, our united interests and welfare in the Far East and the Pacific must stand or fall with the integrity of Korea.

Russia's object in her designs upon Korea is burdened by no commercial considerations, a few small concessions extorted by the astuteness of her diplomats are the limit of her trade in the country. Her ambitions in this direction are based upon a very intelligible and practical policy, and, despite her mendacious assurances to the contrary, she is settling herself with systematic deliberation to overcome the serious difficulties which stand in the way of its absorption. She looks upon Korea as the natural consummation, the rounding off of her Asiatic aggression, on precisely the same principle that a burglar who has robbed you of your watch would demand the key as well, on the plea that it was indispensable to his first acquisition. And it is a plea that has always had great weight with altruistic British statesmen. But, above all, Russia is anxious to connect Vladivostok and Port Arthur by a continuous Russian coast line, and to create a Muscovite Gibraltar out of that important waterway the Straits of Korea. This is a programme which threatens not only the future existence of Japan, but the last hope of Chinese integrity and the balance of power in the Pacific.

Now, this object is traceable in her actions as early as the commencement of the sixties. At that time a Russian warship, after taking in stores at Shanghai, disappeared in an unknown direction, managing in a fog to elude the curiosity of a British frigate who had followed her. For some weeks her pursuers cruised about those seas intent on ascertaining what the Muscovite was up to, when, on the point of abandoning their quest, they ran the Russians to earth in the penitential of Tsushima Island, in the middle of the Korean Straits. Here, in one of those deep and wooded waterways, they had moored their vessel, landed, erected hospital buildings on the pretence of scurvy, and hoisted the Russian flag. In fact, our sailors were just in time to nip in the bud the typical inception of a Russian occupation. There is doubt that for the British Navy this strategically important island would have been lost to Japan.

Whatever shadow of reason there may be for Russia's belief that she will not meet with serious opposition in Manchuria, her advance on Korea will be made with her eyes wide open. Not only has she promised Great Britain that she will not seize any Korean territory, but Japan's attitude in this matter has never admitted of the slightest misconception. The assurances of Japanese statesmen that if Russia interferes in Korea war will result, admit of no equivocation. "Korea," said one of these, "is like an arrow with the point aimed at our hearts. It must be either Russian or Japanese, and to make it the latter every one of Japan's soldiers will die, if need be, to achieve the victory for his Emperor. And after all our soldiers are gone the nation itself, man, woman, and child, will battle, forty millions of us, until the last yen is expended and the last life yielded. It is with us the settled purpose and the burning passion of a people."

There is no possibility of ignoring such an attitude as this, and if war comes now Russia will have deliberately provoked it. That Russia appreciates the position is evident from the recent observations of a prominent Muscovite at Port Arthur, M. Levitoff, editor of Viceroy Alexieff's official organ, the *Not Kraf* "Japan," he says, "needs territory for its quickly increasing population, and has already shifted the keystone of its policy to Korea, until now the Straits of Korea have for Russia the importance of a Yellow Bosphorus. If this Yellow Bosphorus falls into the hands of either Great Britain or Japan, then there will be an end to the importance of Vladivostok as a trading port. But if Russia held the Straits of Korea, she would become the leading naval power in the Far East!" A franker exposition of Muscovite ambition it would be impossible to wish for.

In pursuance of this plan, Russia put up a merchant of Vladivostok to obtain a timber-felling concession across the Yalu. This was in 1900. Since then, although this wood-cutting permit was only made to a private

individual, and was confined to the banks of the Yalu and Tumen rivers and the island of Ul-Lyang, the Russian Government, without any *raison d'être* whatever, have stepped in and laid hands upon Yonampoh, in the neighbourhood, of which no trees are to be found. This has all been done by utilising their Chinese wood-cutting employees, who were provided with money to purchase the land in their own names. Russia's next step, in May of the present year, was to send ununiformed soldiers across the Yalu to this place, followed shortly by their wives and families, and, totally ignoring the protests of the Korean Government, proceeded to erect stone factory buildings. Then a fort was built and armed, while soldiers openly went about in Russian uniforms.

Meantime the wood-cutting people had trespassed far beyond their original concession and attacked the trees on the sacred mountain of Paing-ma, concerning which the legend runs that when the last tree falls the independence of Korea shall depart. In reply to this evident insertion of the wedge of Russian aggression Japan demanded the opened of Wiju, the port of the Yalu river. Korea replied that it was willing, but that Russia objected; Muscovite effrontery has, in effect, already gone the length of closing a part of Korea to outside trade.

As a potential battle-ground, the physical features of Korea will present very great difficulty in the way of effective military operations. In one respect the Hermit Kingdom resembles Japan. It is exceptionally mountainous although nowhere any very great heights are reached. The range which passes down the peninsula, like the Apennines in Italy, runs rather nearer the eastern side. From it are thrown off numerous lateral ranges and spurs which break up the country into a chaos of corrugated and precipitous hills, gorges, and valleys, each with its turbulent perennial stream. In the north there are large mountain groups with definite centres containing the sources of the Yalu and Tumen.

Amidst this tumble of hills there are few plains worthy the name, the country affording little opportunity for the effective development of cavalry action. There are fertile valleys, but these are largely untillable by a native population which does not number more than 17,000,000. Throughout the country the communications are atrocious. Roads are few, and these of such an infamous description as to be seldom fit for traffic of any kind. Even the bullock carts of the natives themselves frequently find it next to impossible to proceed along the roads leading to the capital. Bridges over rivers are slight frameworks of pine-wood, which are removed at the beginning of the rainy season, and not replaced for three months. To feed and maintain an army in such a country in face of an enterprising foe like the Japanese will be a task of the greatest magnitude.

Like Italy, Korea possesses an abnormal length of coast line. It runs to about 1,740 miles, containing bays and harbours easily adaptable to naval or military purposes; those on the east coast being frozen up in winter, while those on the west are still open. The coast line is protected by multitudinous clusters and chains of islands, some being mere rocks. The navigation is difficult and dangerous, and fogs are frequent and dense. The tides, also, rise and fall twenty-eight to thirty feet, causing eddies and whirls which perplex the sailor and cause considerable trouble. At low tides vast mud flats appear, and rocks are uncovered, which afford a pretty good indication of the dangers that would have to be encountered by navies fighting off these barren and inhospitable shores.

Of the islands which promise to figure most in a strategical sense, Quelpart, the largest, is sixty miles south of the mainland, and Port Hamilton, a much smaller island, once occupied and fortified by Great Britain, lies nearer the coast. Close to Fusan is Kofe Island, with a capital harbour, which the Russians undoubtedly covet for a naval base as an answer to the Japanese in Tsushima, an island once belonging to Korea and commanding the Straits. Familiarity with so intricate and perilous a coast-line will be indispensable for successful naval operations in its neighbourhood, especially in the arduous months of winter; and what the sailors of Japan do not know of its dangerous secrets is not worth worrying about.

I close with the words of a well-known Englishman at present in the Far East, whose acquaintance with the Russians and the great issues at stake lends to his opinions an authority which may not be ignored. "Remember, while there is yet time, that Korea is the key to the lead in the Pacific and to the integrity of China. Once let Russia seize it, Manchuria, Peking, and Tientsin will be hers inevitably. Apart from the interests of Japan, both Great Britain and the United States must resist to the last this final act in the Russification of the Chinese Empire, unless they are definitely prepared to adjure their legitimate share in the vast commercial future of the Far East."

To be Let.

TO LET.
TWO ROOMS suitable for OFFICE use.
Entrance from Ice House Street.
Apply to—
SECRETARY,
MASONIC HALL,
Hongkong, 13th February, 1904. [256]

TO LET.
NO. 6, BARROW TERRACE, KOWLOON.
Available 1st March.
Apply to—
THE SAM WANG CO., LD.
Hongkong, 5th February, 1904. [218]

TO LET.
GOOD FOR EUROPEAN OFFICES.
NOS. 38, 40, QUEEN'S ROAD CENTRAL, 1st, 2nd, 3rd and 4th Floors, above Messrs. L. H. H. & Co.
Possession at the end of March, 1904.
A lift is to be constructed there.
Apply to—
KIN ON,
Agent,
No. 30, D'Aguiar Street,
Hongkong, 29th January, 1904. [193]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS: FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOREA AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1904
Tacoma	2,812	M. Ridley	Feb. 26
Victoria	3,502	J. Truebridge	Mar. 16
Tremont	2,606	T. W. Garlick	Mar. 25
Olympia	2,837	A. Dixon	April 27

Steamers marked (*) have no second-class passenger accommodation.
The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.
Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 5th February, 1904. [12]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVI, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to
E. A. HEWETT,
Superintendent,
Hongkong, 15th February, 1904. [14]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.
SIEMSEN & Co.
Hongkong, 24th May, 1897. [12]

Masonic.

EOTHEN MARK LODGE,
No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on MONDAY, the 29th instant, at 5 for 5:30 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 23rd February, 1904. [285]

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 1st March, at 8:30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 23rd February, 1904. [286]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,
AND GENERAL COMMISSION AGENTS,
16, DES VŒUX ROAD CENTRAL, HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.
AT REASONABLE PRICES.
Hongkong, 15th December, 1903. [2]

Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SAMBIA,"
Captain Lining, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 20th February, 1904. [275]

NOTICE TO CONSIGNEES.

S.S. "MOGUL," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 22nd February, 1904. [278]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 22nd February, 1904. [14]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 25th instant will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

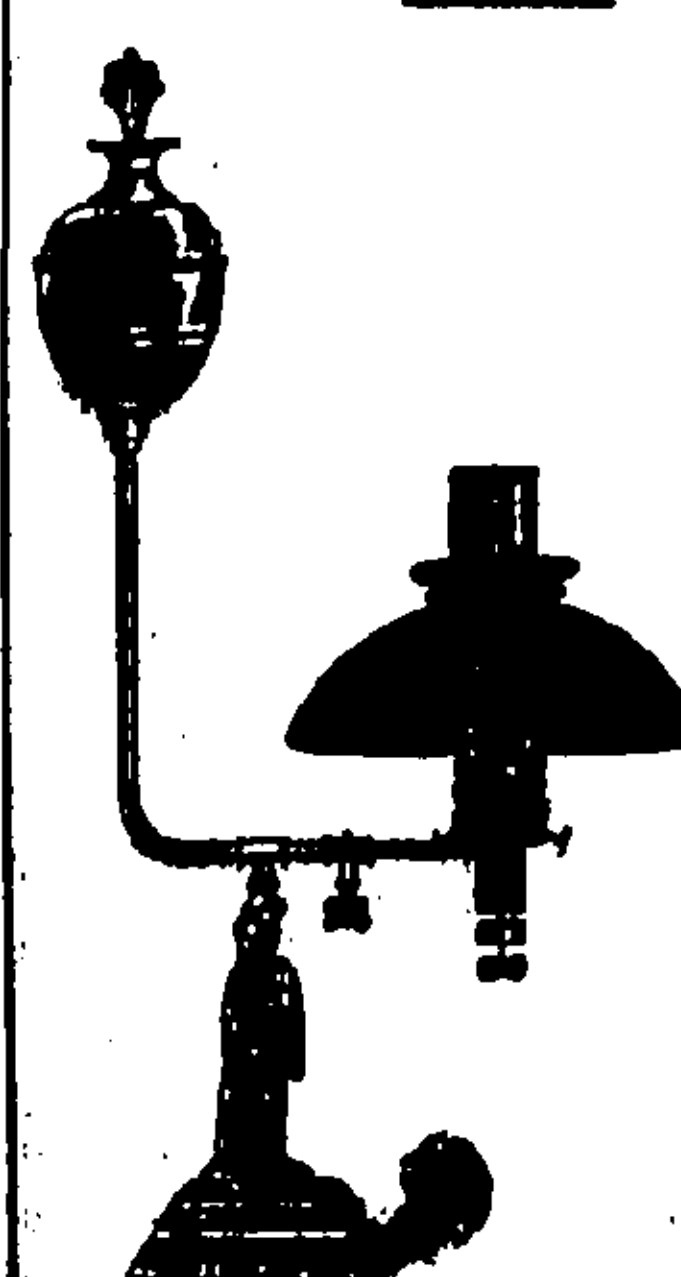
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 23rd February, 1904. [284]

For Sale.

FOR SALE.



INCANDESCENT Gasolene Lamps of all descriptions from the best makers.

Incandescent Mantles, Chimneys, Globes, Shades, &c., for Gasolene and Gas Lamps at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
54, Lyndhurst Terrace.
Hongkong, 17th November, 1903. [31]

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

7

THE
ROBINSON
PIANO
CO. LTD.

HONGKONG, SHANGHAI, SINGAPORE.

CABIN PIANOS
AND
BABY ORGANS
GUARANTEED FOR CLIMATE.

THE NEWEST
RAG TIME
MUSIC and BOOKS.

VICTOR
TALKING
MACHINES

REPRODUCTION
OF THE
HUMAN VOICE

SHIPS PIANO
PLAYERS
\$450

CASH or CREDIT

Hongkong, 6th January, 1904. [39]

THE NEW FRENCH REMEDY
TRADE MARK

This successful and highly popular remedy, used in the Copied Hospital by M. Rostan, Robert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto known.

THERAPION No. 1 is a powerful purgative, effecting a rapid and complete evacuation of the bowels, without any of the violent effects of the usual cathartics. It is indicated in all cases of constipation, indigestion, flatulence, headache, neuralgia, and all diseases for which it has been found to be a valuable remedy.

THERAPION No. 2 is a powerful antiseptic, effecting a rapid and complete disinfection of the system, without any of the violent effects of the usual antiseptics. It is indicated in all cases of septicæmia, pyæmia, and all diseases for which it has been found to be a valuable remedy.

THERAPION No. 3 is a powerful tonic, effecting a rapid and complete restoration of the system, without any of the violent effects of the usual tonics. It is indicated in all cases of debility, anæmia, and all diseases for which it has been found to be a valuable remedy.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [6]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.50
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.
At each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LD.,
1, Ice House Road,
Hongkong.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.
WATSON'S
CELEBRATED

E

BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A Blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs and generally recognised to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are of very fine quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELLOW BLEND, a fine 'SODA' WHISKY of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND OF THE FINEST OLD MALT SCOTCH WHISKIES ... 16.00

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1843.

Hongkong, 20th February, 1904.

TELEPHONE NO. 26.
CABLE ADDRESS: "WATSON," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PAPEL'S MICROBE-PROOF
FILTERS,

ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING AND PRINTING

UNDERTAKEN BY AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$10 per annum. WEEKLY—\$15 per annum. The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEB. 25, 1904.

LOCAL AND GENERAL.

THE following appointment has been made at the Admiralty:—Captain W. C. Pakenham, to the *Glory*, additional, to date Jan. 21.

It is thought at Canton that the reported death of the Empress Dowager has some foundation, as it is customary not to publish news of such a nature until seven days have elapsed.

It is reported by our Canton correspondent, that the s.s. *Fook Hong*, running direct from Hongkong to West River ports, has been wrecked one and a half miles below Kunchu.

The *Argonaut*, cruiser, Capt. G. H. Cherry, which recently returned to England from the China Station, was paid off at Chatham on February 16. She is now to be sent to the Fairfield Shipbuilding Company's works, where she is to be refitted.

THE Russian refugees taken on board of H.M.S. *Talbot* after the fight at Chemulpo, and subsequently placed on the British cruiser *Amphitrite*, arrived in Hongkong yesterday, when six of them were sent to hospital and the remainder are leaving for Colombo on the s.s. *Namang*, which has been chartered for the occasion.

At the Covent Garden ball on 15th ult. one costume represented the Far East crisis. Half the dress was Russian, half Japanese, and consisted of a white mirror satin skirt showing a map of Korea, Japanese warships, and figures. The front panel depicted a Japanese girl holding a bear's paw with a statue of Britannia holding a wreath of peace overhead, and the wearer carried a trophy of Japanese and Russian flags, with medals as suggestive of a Russian winner.

MR. J. N. JORDAN, C.M.G., British Minister at Seoul, occupies a position just now of no little delicacy. An Irishman by birth, he became a student-interpreter in China in 1876. His knowledge of the Chinese language led to his being appointed Chinese Secretary to the British Legation at Peking. His official connection with Korea dates back to 1896, when he was appointed Consul-General and afterwards Minister. He was last home on leave in 1900.

By kind permission of Major Radcliffe and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Friday, the 26th instant.

March—"Sons of the Empire" (Bradford).
Overture—"The King's Lieutenant" (Endell).
Selection—"The Bell of New York" (Kerker).
Valse—"Réponse d'Amour" (Lange).
Lancers—"The Forester" (Williams).
God save the King.

The Chinese Legation desires it to be known that the names of the Secretaries of the Chinese Legation are Chen Mou Ting and Chow Houn Yu, and not as stated in "Whitaker's Almanack" for 1904, Chen Xou Ting and Ivan Chen. The latter gentleman is an able interpreter at the Legation. With reference to this Mr. Ivan Chen states that he has been secretary-interpreter to the Chinese Legation since the summer of 1902, and as such, his name appears in the Diplomatic List published by the Foreign Office, immediately after that of Mr. Chen Mou Ting. "So the precedence given to me in 'Whitaker's Almanack' for this year is quite correct."

ON Admiral of the Fleet Sir Nowell Salmon now devotes the honour of the title Father of the Fleet, although Sir Nowell cannot claim anything like the age of Sir Henry Keppel. The new "Father" saw the light when Sir Barry had already spent thirteen years in the Navy, which he, in turn, entered in 1847. Though Sir Nowell heads the active list, he is not by many years the senior officer of the Navy. Actually, the most senior retired admiral now alive is Admiral Richard Moorman, who is ninety-two years of age, still hale and hearty, and devoted to his garden and his lath. He entered the Fleet more than eighty years ago. He has no rival in the matter of age, unless it be Admiral Augustus S. Booth, who joined the fleet in the first quarter of last century, about the same time apparently as Admiral Moorman. Admirals W. E. A. Gordon, C.B., and H. G. Gardner are both veterans of the sailing ship navy, and there are several retired post-captains who put on cadet's uniform prior to 1830. A most distinguished veteran is also Sir Erasmus Ommaney, who celebrates his ninety-fifth birthday this year; his name has been in the Navy List for seventy-eight years. Sir Henry Keppel's death will not result in the promotion of another officer to the list of Admirals of the Fleet, as the deceased held his rank as a special mark of Royal appreciation of his services. Sir Nowell Salmon, Sir James E. Erskine, and Sir Charles F. Hotham comprise the regulation number.—*L. & C. Express.*

HONGKONG RACES, 1904.

Stewards—His Excellency F. H. May, C.M.G., Officer Administering the Government; His Excellency Admiral Sir Cyprian Bridge, K.C.B.; His Excellency Maj.-Gen. Villiers Hatton, C.B.; Rear-Adm. Robinson, R.N., C.B.; the Hon. Sir Paul Chater, Kt., C.M.G.; Hdt. Buck, Esq., the Hon. C. W. Dickson; H. E. R. Hunter, Esq.; J. H. Lewis, Esq.; G. C. C. Master, Esq.; Major S. G. Radcliffe; E. W. Rutter, Esq.; H. P. White, Esq.

Clerks of the Scale.—The Hon. C. W. Dickson, and E. W. Rutter, Esq.
Judge.—The Hon. Sir Paul Chater, Kt., C.M.G.
Assistant Judge.—
Starter.—H. P. White, Esq.
2nd Starter.—C. H. Ross, Esq.
Handicapper.—Capt. F. W. Lyons.
Time Keeper.—J. R. Michael, Esq.
Hon. Treasurer.—R. T. Wright, Esq.
Clerk of the Course.—T. F. Hough, Esq.

THIRD DAY.

The morning broke sombre and clouded for the Ladies' Day of the races, and a mist hung over the city, so that it was impossible to see across the harbour. At 8 o'clock rain commenced to fall, and it looked seriously as if the day would be marred by a downpour. However, about 8.15, things began to take a brighter aspect, the mist rolled away, the rain ceased, and the sun showed up brilliantly. The atmosphere was somewhat close and depressing, as the slight N.E. breeze blew by fits and starts, so that when it dropped the temperature was sultry and unpleasant. Down on the Course, things took on a busy aspect at an early hour, and from the first, notwithstanding the uncertainty of the weather, the attendance was good. Local sportsmen were, of course, in evidence, and backing was brisk. H.E. the Officer Administering the Government, with Mrs. May, arrived shortly before the first race, and the band of the Sherwood Foresters, which was in attendance, played the opening bars of the National Anthem as they entered the enclosure.

The great event of the day was, of course, the Ladies' Purse when, as if to do honour to the gentle sex, the finest finish of the meeting was witnessed. There were six starters, and fancy was equally divided between Marchal Niel Rose (Mr. Cox), Set (Mr. Johnstone), and Vancouver (Mr. Moller). At the start Mr. Buxey's favourite led, and was closely followed by Vancouver and Starling, Northern Rose and Set bringing up the rear. Passing Bowrington Bridge, Johnstone, with consummate judgment, began to challenge the others in front of him. He soon overtook Northern Rose, then overtook Starling, and had secured the third place when negotiating the Rock. Vancouver and Marchal Niel Rose still led when rounding the village, Johnstone laying the whip on all the while until he worked into second place. Entering the straight, it was plain that Mr. Buxey's representatives were altogether out of the race, and it seemed the victory was Vancouver's. The last few strides, however, decided his fate. Amidst shouting from the spectators of "Go on, Johnstone," he spurred, and the horse, answering gamely, won by the shortest of a neck. Mrs. Gershom Stewart led the horse in, amidst an outburst of applause from the people in the enclosure.

THE PURSE.

The presentation of the Ladies' Purse was made in the Grand Stand. H.E. Mr. F. H. May and Mrs. May were among the large gathering of ladies and gentlemen to witness the presentation, which was made by Miss Berkeley. Mr. T. F. Hough, the Clerk of the Course, presented Mr. Johnstone, the winning jockey, to Miss Berkeley, who, amidst applause, gracefully handed the purse, in the Club's colours, to Mr. Johnstone. The rider then offered, for the lady's acceptance, a handsome bouquet of flowers, and conducted Miss Berkeley to lunch. Singularly, no call for cheers was made to the ladies of Hongkong, who so graciously presented the purse. This want of gallantry is probably due to inadvertence rather than to a lack of appreciation of the handsome contribution by the ladies of the Colony.

At the conclusion of the most successful of successful meetings which have been held on the local turf, when enough has been said of the Stewards, the officials, including the Judge (Sir Paul Chater), the Starter (Messrs. White and Ross), the time-keeper (Mr. J. R. Michael), and the indefatigable Clerk of the Course (Mr. T. F. Hough), a word must be added in praise of Mr. I. P. Madar, who was responsible for the businesslike manner in which the pari-mutuel has been run. With him was associated Mr. U. Rumlajn and a capable clerical and comrade staff, which did credit to the entire financing of the undertaking. A concern in which thousands and thousands of dollars change hands, and the receiving and payment must be made with the utmost rapidity it is saying a great deal when we are able to state that not a murmur was heard from the thousands of people who invested in the popular form of betting conducted under the auspices of Messrs. Madar and Rumlajn. We believe the Stewards are entirely satisfied with the

management, and the check system introduced this year has put the pari-mutuel entirely above suspicion.

The accident to Dandy, in the Phaeton Stakes, put him out of a place in the Race. The running down the straight home was kept at a hot pace, Master, on Remnant, coming in at a frightful speed. Dandy was trying hard for a place, and, it is supposed, was galloped on the let-lock which broke. The rider at once dismounted and his mount was led to the stable where he was shot, the public not being allowed to be present.

THE CHAMPIONS.

For the Champions Mr. Dickson started Polka and Set, and declared "best to win." Neither was a match for Buxey's Coronet Rose which won the Champions as he liked. Mr. Cox's victory was an easy one.

THE SPRING STAKES.—Value \$500; second to receive \$150; and third \$50. For China ponies, subscription griffins of this season 1903-1904; weight for inches as per scale; winner of the German Cup 7 lbs. extra; entrance \$50. From the two-mile post once round and in.

Mr. John Peel's Ca Canny, 10st. 12lbs. Mr. Johnstone 1
Mr. Dowling's Panjandrum, 11st. 11lbs. Mr. Dowling 2
The Pal's Chautauqua, 11st. 11lbs. Mr. Moller 3
Mr. A. V. Apcar's Manila, 11st. 11lbs. Mr. Master 0
Mr. Wheeler's Fair Trade, 10st. 12lbs. Mr. Schnorr 0
P. E. F. H. Ma's Blue Skin, 10st. 12lbs. Mr. Gedge 0
Mr. F. B. Marshall's Disclosure, 10st. 12lbs. Mr. Oswald 0
Capt. Radcliffe's Arranpogue, 10st. 12lbs. Mr. Clarke 0
Mr. Medley's Culex, 10st. 11lbs. Mr. Millward 0
Mr. Babington's Rocket, 11st. 11lbs. Mr. Burkill 0
Mr. Armand's Modesty, 10st. 12lbs. Mr. Crighton 0
Mr. Darius' Eclipse, 11st. 11lbs. Mr. Bell 0
Mr. D. Macdonald's The Elder, 11st. 11lbs. Mr. Makin 0

Fourteen horses started and the crowd got speedily away. Passing the post for the first time the order was: Modesty, The Elder and Eclipse. Modesty kept the lead past the football stand, when Chautauqua made a bid for the place and raced to the straight. Eclipse came out at the bunch and took third place. Modesty kept the premier position to the straight, but at the back of the course, Eclipse took the running and got to the front with Fair Trade, second. At the turn, the field came up and Ca Canny sprang out and came in first by two lengths, followed by Panjandrum, Chautauqua taking third place.
Time 2.22 3/5.
Winner \$41.30. Pari-mutuel 1st \$12.50; 2nd \$48.60; 3rd \$20.30.

THE GRAND STAND STAKES.—Value \$500; second to receive \$150; and third \$50. For China ponies, subscription griffins on date of entry; winners of one race 5 lbs. extra; of two races 7 lbs. extra; and of three or more races 10 lbs. extra; subscription griffins non-winners allowed 5 lbs.; entrance \$10. Three quarters of a mile.

Mr. Buxey's La France Rose 11st. 0lb. Mr. Cox 1
Mr. John Peel's Royal, 10st. 9lbs. Mr. Burkill 1
Mr. J. H. Lewis's Aladdin, 11st. 11lb. Mr. Alderton 3
Mr. Ellis Kadoorie's Chieftain, 10st. 12lb. Mr. Crighton 0
Mr. Wheeler's Protection, 11st. 11lb. Mr. Schnorr 0
Mr. Kanuck's Once More, 11st. 11lb. Mr. MacKie 0
Mr. Buxey's Liberty Rose, 11st. 9lb. Mr. Bell 0

Seven horses started in this race, the favours with backers being divided between La France Rose and Royal. A good start was made, La France Rose taking the lead from the first, and coming out of the bushes, was a good length to the front, Chieftain being second, followed by Liberty Rose. Just before the Rock, Chieftain crept up and got to the leader's girth on reaching the incline. At the last furlong post, La France Rose still led by a length, and increased the distance to two lengths at the turn. Royal now looked in and took third place. Pushed by his jockey in the straight, he challenged La France Rose for the first place, but could not overhaul him. It was a good race home, the horses coming in amidst considerable enthusiasm.
Winner \$8.30. Pari-mutuels: 1st \$5.60; 2nd \$6.40; 3rd \$13.30.

THE GREAT SOUTHERN STAKES.—Value \$500; second to receive \$150; and third \$50. For China ponies; weight for inches as per scale; previous winners at this meeting of one race 7 lbs. extra; of 2 or more races 10 lbs. extra; griffins allowed 5 lbs.; subscription griffins allowed 10 lbs.; entrance \$10. One mile.

Mr. Fernando's Discord, 10st. 12lbs. Mr. Alderton 1
Mr. Paul's Fiscal, 10st. 12lbs. Mr. Cox 2
Mr. Wingard's Algerine, 11st. 11lb. Mr. Moller 3
Mr. G. H. Potts' Pandur, 11st. 11lb. Mr. Burkill 0
Mr. C. H. Potts' Rebel King, 11st. 11lb. Mr. Master 0
Mr. Cleugh's The Crow, 11st. 11lb. Mr. Johnstone 0
Mr. Buxey's Rare Rose, 10st. 12lbs. Mr. Crighton 0

Seven horses started, favours being divided between Pandur and Rebel King. Rare Rose took the lead on the rails, at the start, and maintained the place on passing the stand for the first time. Fiscal and Algerine were fighting for second place. At the turn, Fiscal shot ahead, leading by half a head, Rare Rose who now fell back to the fourth place. Discord came out of the bunch and raced Rare Rose and Algerine. Algerine came up and raced Fiscal along the back of the course. At the turn Fiscal led by half a length, with Algerine close behind. In the straight, Rare Rose, Fiscal, Algerine and Discord made a fine race for the honours, and arrived home in the following order:—Discord, Fiscal, Algerine. The win was by half a length.
Time 2.09.
Winner \$11.40. Pari-mutuel 1st \$27.70; 2nd \$9.10; 3rd \$9.90.

THE LADIES' PURSE.—Presented. Second to receive \$150; and third \$50. For all China ponies; weight for inches as per scale. Winner at meeting other than subscription griffins 5 lbs. extra. Unplaced runners allowed 5 lbs. Entrance \$10. Once round.

Mr. John Peel's Set, 11st. 12lbs. Mr. Johnston 1
Mr. Wingard's Vancouver, 11st. 11lb. Mr. Moller 2
Mr. Buxey's Marchal Niel Rose, 11st. 11lb. Mr. Cox 3
Mr. Buxey's Northern Rose, 10st. 9lbs. Mr. Crighton 0
Mr. J. H. Lewis's Starling, 11st. 11lb. Mr. Rutherford 0
Mr. J. H. Lewis's Muscatel 10st. 10lb. Mr. Bell 0

Six horses started, Marchal Niel Rose being the favorite. Set was also well patronised by numerous backers. The start made was a good one. Marchal Niel Rose and Vancouver ran neck and neck to the back of the course. Set came out of the crowd when past the Black Rock. A fine run home now took place, it being a neck and neck race up the straight between Set and Vancouver for the first place, Marchal Niel Rose being just behind. Set came in first by a short head, Vancouver second, and Marchal Niel Rose third.
Time 1.52 3/5. Winner \$14.60. 1st \$3.31; 2nd \$5.70; 3rd \$5.20.
* 5 lbs. overweight.

THE PARSEUR CUP.—Presented. Second to receive \$150; and third \$50. For China ponies, subscription griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lbs. extra; of two races 7 lbs. extra; and of three or more races 10 lbs. extra. Entrance \$10. Seven furlongs.

Mr. J. H. Lewis's Aladdin, 11st. 11lb. Mr. Alderton 1
Mr. Buxey's La France Rose, 11st. 21bs. Mr. Cox 2
Mr. John Peel's Rex, 10st. 12lbs. Mr. Johnstone 3
Mr. Master's Dormouse, 10st. 12lbs. Mr. Gedge 0
Mr. Wingard's Quebec, 11st. 11lb. Mr. Moller 0
Mr. Kanuck's Once More, 11st. 11lb. Mr. Crighton 0
Mr. John Peel's Royal, 10st. 11lbs. Mr. Burkill 0

Seven horses started. At the first turn Royal took the lead with Dormouse and Quebec close behind. Quebec went to the front passing the football stand, La France Rose and Rex being at the tail. La France Rose and Rex now moved up and passed the field as the straight was reached. Aladdin now came to the fore, with La France Rose and Rex following close behind. It was a grand finish. Aladdin coming in first by a neck, La France Rose second and Rex third.
Time 1.53.
Winner \$43.60. Pari-mutuel 1st \$9.10; 2nd \$6.30; 3rd \$3.80.

THE PHAETON STAKES.—Value \$500. Second to receive \$150; and third \$50. For wagers. Handicap. Entrance \$10. One mile and a quarter.

Mr. Godfrey Master's Remnant 12st. 7lbs. Mr. Master 1
Mr. Johnstone's Runaway Girl 12st. Mr. Johnstone 2
Mr. G. H. Potts' Brilliant 11st. 5lbs. Mr. Cox 3
Mr. Hart Buck's School-girl 11st. Mr. Clarke 0
Mr. Hunter's Chi Sai 10st. Mr. MacKie 0
Mr. John Peel's Golden Bell 11st. 9lbs. Mr. Crighton 0

The Pal's Dandy 11st. 12lbs. Mr. Moller 0
Seven horses started. School Girl went to the front, though Chi Sai quickly overtook her. Going past the post for the first time Chi Sai was leading, with Golden Bell and Runaway Girl, in the second and third places, respectively, while Brilliant was running at the tail end on the turn. Nearing the Black Rock, Brilliant, who was still laying behind, came up with a fine spurt, and took the third place at the turn. In the straight, the horses were together and a fine finish took place.
Time 2.21 3/5.
Winner \$12.60. Pari-mutuel, 1st \$6.50; 2nd \$7.20; 3rd \$10.90.

THE HONGKONG STAKES.—Value \$500. Second to receive \$150; and third \$50. For China ponies, subscription griffins of this season 1903-1904. Weight for inches as per scale. Winner of the Spring Stakes or German Cup 7 lbs. extra. Entrance \$10. One mile and a quarter.

Mr. Paul's Fiscal, 11st. 8lb. Mr. Moller 1
Mr. Meifoo's Standard, 11st. 11lb. Mr. Master 2
The Pal's Chautauqua, 11st. 4lb. Mr. Crighton 3
Mr. C. H. Ross's Ben Roy, 11st. 4lb. Mr. Johnstone 0
Mr. Wheeler's Fair Trade, 10st. 12lb. Mr. Schnorr 0
Mr. A. V. Apcar's Manila, 11st. 11lb. Mr. Gedge 0
Mr. D. Macdonald's The Baillie, 10st. 12lb. Mr. Clarke 0
Mr. Dominic's Kidd, 10st. 12lb. Mr. Gillingham 0
Mr. Lolla's Emigrant, 10st. 9lb. Mr. Bell 0
Mr. A. Babington's Rocket, 11st. 11lb. Mr. Burkill 0

Mr. J. H. Lewis's Mongoose, 10st. 11lb. Mr. Rutherford 0
Mr. Rolanston's Reed Torrie, 10st. 12lb. Mr. MacKie 0
Twelve horses came to the start and the field got away well together, Mongoose leading with Fiscal, and Rocket close behind. This was the order when the post was passed for the first time. At the first turn, Fiscal came to the fore and Fair Trade got to the second place. These two got away from the field and there was soon a big gap between them. On nearing the Black Rock the bunch came up, Standard and Standard raced hard for a win, Fiscal getting home first, with Standard second, and Chautauqua third. Time 2.43 3/5.
Winner 32.90 Pari-mut 1st \$7.70; 2nd \$5.90; 3rd \$1.11.

THE CHAMPION STAKES.—With \$500 added. Second to receive \$250; and third \$100. For China ponies winners at this meeting only. A forced entry. Entrance \$20. Winners of two races \$30; of three or more races \$50. Weight for inches as per scale. One mile and a quarter.

Coronet Rose, 11st. 11lb. 1
Polka, 11st. 11lb. 2
Huron, 11st. 11lb. 3

Following are brief results of the final races yesterday:

THE "BLACK" CHALLENGER CUP.—Presented by His Excellency Sir Henry A. B. Ke, C.M.G. For China ponies, subscription griffins of the seasons 1902-1903 and 1903-1904. To be won twice by ponies the bona fide property of the same owner or owners. First pony to receive 70 per cent. of the entrance fees; second 30 per cent.; third 10 per cent. Weight for inches as per scale. Winner of the Valley Stakes or German Cup 14 lbs. extra; other winners 7 lbs. extra. Penalising accumulative up to 14 lbs. Extra \$10. One mile.
Mr. Buxey's Marchal Niel Rose, 11st. 8lb. (Mr. Moller) 1

The Pal's Chautauqua, 11st. 11lb. (Mr. Burkill) 2
Mr. Darius' Eclipse, 11st. 11lb. (Mr. Crighton) 3
Mr. J. H. Lewis's Muscatel, 11st. 8lb. (Mr. Oswald) 0
Mr. Godfrey Master's Noddy, 10st. 12lbs. (Mr. Gedge) 0
Mr. Rolanston's Reed Torrie, 10st. 12lbs. (Mr. Bell) 0
Mr. J. H. Lewis's Senry, 11st. 11lb. (Mr. Alderton) 0
Mr. Christian's Peck, 11st. 4lbs. (Mr. Knox)

Time, 2 mins. 8 2/5 secs.
Pari-mutuel—Winner, \$20.10; 1st \$6.80; 2nd \$7.50; 3rd \$5.90.

THE NAVY CUP.—Presented by the officers of His Majesty's Fleet. Second to receive \$150; and third \$50. For China ponies, subscription griffins on date of entry. Weight for inches as per scale. Winners of one race at this meeting 7 lbs. extra; of two or more races 10 lbs. extra. Entrance \$10. One mile and a quarter.

Mr. Buxey's La France Rose, 10st. 11lbs. (Mr. Cox) 1
Mr. Ellis Kadoorie's Chieftain, 10st. 12lb. (Mr. Crighton) 2
Mr. John Peel's Rex, 10st. 12lbs. (Mr. Burkill) 3
Mr. J. H. Lewis's Aladdin, 11st. 11lb. (Mr. Alderton) 0
Mr. Wheeler's Protection, 10st. 11lb. (Mr. Schnorr) 0
Mr. Kanuck's Once More, 11st. 11lb. (Mr. Moller) 0
Mr. Buxey's Liberty Rose, 11st. 11lb. (Mr. Master) 0

Time, 2 min. 45 3/5 secs.
Pari-mutuel—Winner, \$25.40; 1st, \$6.80; 2nd \$5.40; 3rd \$6.30.

THE RACING STAKES.—A sweepstakes of \$10 each with \$50 added. For China ponies, subscription griffins of any season. Weight for inches as per scale. Previous winners barred. First pony to receive 70 per cent.; second 30 per cent.; and third 10 per cent. Unplaced runners allowed 5 lbs. Three quarters of a mile.

Mr. F. B. Marshall's Disclosure, 10st. 12lbs. Mr. Burkill 1
Mr. Meifoo's Standard, 11st. 11lb. Mr. Master 2
Major Radcliffe's Arranpogue, 10st. 7lbs. Mr. Clarke 3
Mr. E. Hinds' Bonzoline, 10st. 6lb. Mr. Gedge 0
Mr. Lolla's Colonist, 10st. 13lbs. Mr. Bell 0
Mr. J. H. Lewis's Starling, 11st. 4lbs. Mr. Alderton 0

Mr. Wayloong's Persistence, 10st. 10lbs. Mr. Black 0
Mr. Buxey's Sylph Rose, 10st. 11lbs. Mr. Cox 0
Mr. G. B. Macdonald's Go Bang, 10st. 7lbs. Mr. Dowling 0
Mr. C. H. Ross's Ben Roy, 11st. 11lb. Mr. Johnstone 0
Mr. Christian's Zuffall, 11st. 2lbs. Mr. Gunt 0
Mr. Tremaine's Fun, 10st. 10lbs. Mr. Mackie 0

Mr. E. H. Hinds' Hazard, 10st. 7lbs. Mr. Makin 0
H.E. Mr. May's Blue Skin, 10st. 12lbs. Mr. Gedge 0
Mr. E. W. Mitchell's Lord Algy, 10st. 10lb. Mr. Knox 0
R.A.G.'s Spero, 10st. 11lbs. Mr. Rutherford 0
Mr. Meifoo's Culex, 10st. 12lbs. Mr. Millward 0
Mr. A. Babington's Turbine, 10st. 10lbs. Mr. Robertson 0

Mr. E. S. Joseph's Bunder, 10st. 10lbs. Mr. Gillingham 0
Mr. Buxey's Mignonette Rose, 11st. 11lb. Mr. Schnorr 0
Mr. Armand's Modesty, 10st. 12lbs. Mr. Crighton 0
Mr. Darius' Talbot, 10st. 10lbs. Mr. Moller 0
* 2 lbs. overweight, 1

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE WAR.

ANOTHER ATTACK ON PORT ARTHUR.

JAPANESE VESSELS ASHORE.

(From Our Correspondent).

HONGKONG, 25th February.

11.45 a.m.

The Japanese fleet has made another attack on Port Arthur.

According to Russian reports, the Japanese have lost four of their vessels, which are now ashore in the vicinity of Port Arthur.

KOREAN VICEROYALTY

CREATED BY JAPAN.

The Japanese Government has created a Viceroyalty in Korea, and Marquis Tokugawa has been appointed to the position.

(Continued.)

Neutrals and the War.

LONDON, 23rd February.

The war is evidently exciting apprehensions among neutrals. Sweden is mobilising troops and fortifying the coasts. Spain is sending considerable reinforcements to the Canaries, and otherwise preparing. Portugal is sending the *Vasco da Gama* to the Far East, and appears to contemplate mobilisation.

Russia in Central Asia.

In connection with General Ivanoff's departure for Tashkent, the Russian troops in the direction of the Pamirs will be considerably reinforced.

Russian Transports.

The Russian transport *Smolensk*, has re-entered the Canal, homeward bound.

The War.

Admiral Alexieff, and all members of his staff, are now installed at Harbin.

Russia and Japan, in reply to the United States' Note say they are prepared to respect the neutrality of China outside Manchuria, the actual seat of war.

The civilians at Vladivostok have been ordered to leave, owing to scarcity of food. The Government is taking everything available.

THE FIRE AT CANTON.

MANY LIVES REPORTED LOST.

In connection with a telegram published in our columns last evening, our Canton correspondent has now forwarded further particulars, from which we gather that the fire started early in the morning at Tai Lung Hui, just north of the canal separating Shimen from Canton city proper. The district is the nightly resort of the Chinese on pleasure bent, and within a comparatively small area there are hundreds of hotels, drinking houses and gambling booths. Fortunately, only a very slight wind was blowing at the time of the outbreak, and the flames made no more than ordinary progress. Had it not been for the fact that the fire brigade is equipped with very antiquated appliances the conflagration might easily have been kept from spreading. When it was seen that the flames were getting beyond the control of the firemen, houses were pulled down in order to confine the outbreak within a limited area, and our correspondent understands that close upon 200 buildings were treated in this way. At the time of writing no one had been able to form any estimate of the value of property destroyed, but it was known that a number of women who frequent the locality had lost their lives. The native police assert that no less than twenty persons fell victims to the flames.

THIEVES SHOT DOWN.

Many native looters took advantage of the excitement and bustle to loot the premises wherever opportunity offered, but the authorities were on the alert, guards had been strengthened, and more than one thief was shot down while making off with his stolen goods. With regard to the insurance, it is said that some of the premises are fully covered, and that policies were effected through Messrs. Shewan, James & Co., and Messrs. Siemens & Co. The Chinese felt safe in the knowledge that Volunteer Brigade and the fire appliances and the U.S.S. *Montezuma* were ready in case of necessity. On one occasion, in consequence of firing sparks, a small jet of water had to be put on one of the foreign houses. Beyond there was nothing to fear, and the excitement is now past the fire having been overcome by the afternoon. It is estimated that, as a result of the fire, a thousand more undesirable characters will go to swell the already over-crowded ranks of Chinese "hooplaism," which in the streets of the City, and rob wherever opportunity offers.

THE ADMINISTRATION OF HONGKONG.

Sir Henry Blake, the late Governor of Hongkong, appears to have been peculiarly sensitive to the slightest criticism brought against his administration. He seems to have persuaded himself that the Government of Hongkong under his régime was as perfect as it could be, and to have resented accordingly any suggestions in a contrary sense. Our readers will remember that when, recently in a letter to *The Times* he replied to Mr. Alleyne Ireland's strictures, we were by no means satisfied that his Excellency had effectively answered the criticisms which had been made; and that we had pretty accurately gauged the feelings of the majority of the residents in Hongkong we gather from the letter which appears this week in *The Times* from Mr. R. Shewan, who expresses sentiments very similar to those contained in our own remarks. He tells us that Mr. Ireland has only voiced the feelings of the majority of Europeans in Hongkong, and their dissatisfaction with a system of government by men sent out by the Colonial Office "who know nothing of our wants and ways." Sir Henry Blake stated that Professor Simpson visited the Colony at his request, but as Mr. Shewan points out this was forced upon him, and that the Government did nothing until the community took the matter in hand publicly and appointed a committee. Much, doubtless, has been accomplished, but more remains to be done. There are many important matters awaiting the attention of the new Governor, such as the want of water, the state of the roads, or overcrowding of Chinese, to say nothing of the Admiralty Dock and the backwardness of all Government work. As we have before pointed out, Hongkong has prospered in the past not through the wisdom of the official policy but rather in spite of it, but with a new régime opening we may hope that a wiser spirit will prevail, and that some of the questions affecting the progress and welfare of the Colony which have hitherto been neglected will receive more prompt attention at the hands of the administration.—*L. & C. Express.*

With reference to Sir Henry Blake's letter of Nov. 1st replying to Mr. Ireland's criticism of Colonial government in Hongkong, Mr. R. Shewan writes to *The Times* from Hongkong on Dec. 12 last, and asks, as "a resident of over 20 years there," for "an opportunity of expressing his views on the subject—views which he feels sure are shared by many others in that Colony."

Sir Henry Blake (he continues) of course feels bound to defend his Government and the men under him, but Mr. Ireland has only voiced the feelings of the majority of Europeans out here and their dissatisfaction with a system of government by men sent out by the Colonial Office who know nothing of our wants and ways. . . . the more able and energetic spirits among whom quickly pass out of the Colonial service into the law or other profession where the rewards are much greater. In proof of this, I may point out that almost all the principal firms of architects and civil engineers now in Hongkong have been founded by gentlemen who were sent out by the Colonial Office at the Colony's expense. Mr. Shewan agrees that Sir Henry Blake meant well and was in many respects an able Governor. He defends his own Administration, and tries to make out that everything was for the best in the best of all possible Colonies. He says that Professor Simpson visited the Colony at his request, but he forgets to add that this was forced upon him and that his Government did nothing until the community took the matter in hand publicly and appointed a committee, which drew up and forwarded a petition to the home Government for inquiry, resulting in Messrs. Chadwick and Simpson being sent out. The want of water, the state of the roads, the backwardness of all Government work, the ridiculous Admiralty Dock, overcrowding of Chinese, &c., are all evils that I might touch upon, but I must not trespass too greatly on your space.

LIFE IN MONGOLIA.

PEN PICTURES BY THE WUCHOW BRITISH CONSUL.

"Light, cooling zephyrs mitigated the temperature in the pass, and as we emerged from the Great Wall through the Pei Men So Tüeh (Lock and Key of the North Door), a bracing breeze smote through summer flannels to remind me that we had mounted the first step of the staircase from the Chihli plain to the plateau of Mongolia."

Mr. C. W. Campbell, his Majesty's Consul at Wuchow, uses these words in the course of his official report upon a journey which he undertook in Mongolia, from Peking to Karakorum, between June and October, 1903. As is indicated by the sentence quoted, Mr. Campbell has looked about him with an appreciative eye, and the sum of his observations contains much that is interesting to the general reader. "Wedged in between the villages everywhere," says Mr. Campbell, in a description of the plain around Peking, "there are countless cemeteries. Few families claiming respectability, no matter how poor, fail to keep a plot of ground set apart as a private graveyard, and the plain around Peking is also the burial ground of the city. Including the mausolea of princes and other magistrates, which are enclosed by walls and fairly extensive, the spaces occupied by burial places must be enormous. Not so long ago it was held that they offered insuperable difficulties to enterprises, such as railways, but public opinion, pressed by the economic necessities of a huge population, is rapidly making it less of a crime to utilise them."

OLD BOOTS FOR MAGISTRATES.

It is an attractive custom in China—says Mr. Campbell—to ask a departing magistrate whose rule has been popular, to leave a pair of old boots for suspension in a prominent place as a hint to his successor to follow in his footsteps.

and it is indubitable that one either sees a lot of boots or none at all. The necessary popularity is usually acquired by keeping within certain recognised limits of the extraordinary demands on private purses which are so characteristic of Chinese administration.

There is nothing radiant about the Mongol woman according to Mr. Campbell. With rare exceptions she is "thithered and slattern, or young and still slattern. Not even the daughters of princes can be said to 'exist beautifully.' But, then, is not China the land of justifiable infanticide, so far as female children are concerned?"

The typical Mongol is a short, squat person, with a round head, a broad face much sunburnt, yellowish skin, black oblique eyes, black hair worn Chinese fashion in a pigtail (lamas, of course, are shaven), and flat nose. It is a hardy race, but unused to careful labour of any kind, and incapable at present of continuous attention or exertion. Mongolism is the ideal basis of the family, but it is not allowed to interfere with "polygamous experiments." And even polyandry shows itself, for Mr. Campbell once came across a Mongol lady with two husbands, and she was the best man of the three he tells us, parenthetically. Through the ménage was considered unusual, he remarks, there was no social condemnation.

YELLOW CONSERVATISM.

Progress shuffles along slowly in Mongolia. The average man eats, drinks, and dresses to-day very much as his forebears ate, drank, and dressed. If a Mongol of A.D. 1200 were brought to life he would probably find that the food and household utensils were not quite what he was accustomed to, but he would have small difficulty in assigning each article its proper use.

In religious matters, however, the centuries have seen the evolution of great changes. The little Buddhist shrine which takes a prominent place in every tent is the outward sign of the dominant ecclesiasticism which distinguishes the old Mongol society from the modern. The Lamaistic Church has been recognised, supported, and, when necessary, controlled with a solicitude quite foreign to the methods of the Chinese Government in China proper, and the result of this policy has been a curious equilibrium of the social forces and a tempering of the natural disposition which seems to have removed the Mongols from the list of aggressive races.

HORSE RACING, BUT NO BETTING.

Racing is the national pastime in Mongolia. From May to August pony races are the attraction at the temple festivals and fairs. As the prizes are comparatively insignificant, and serious betting is seldom heard of, it is evident that a real love of sport is part of the Mongolian character. Competition is always keen and "the gossip telegraph of the steppe" assures winners of a reputation curiously tenacious and widespread. The "Derby" of Mongolia, which takes place near Urga under the direct patronage of the priest, or Bogdo, is a contest over 30 miles of rough steppe. The Bogdo's patronage, it appears, is not quite disinterested. He becomes the possessor of all the winners, and is supposed to maintain them in honourable idleness for the rest of their lives.

Mr. Campbell gives a capital account of a race meeting which took place near a temple at Haliutai. "I could not help reflecting," he says, "that a race meeting with a bishop in the judge's box, a public chiefly cleric, no book-makers or betting, and nominal prizes, would in England be the closest analogue of the odd spectacle."

JOCKEYS RIDING BAREBACK.

"I was told," says Mr. Campbell, "that I could join in the race if I wished, and but for the atrocious length of it I should have sent a race pony which I had with me, feeling moderately certain from an inspection of the starters that none of them were even second-class in point of speed. The names of owners and descriptions of ponies were jotted down on a scrap of paper by a perambulating clerk, and at 1.23 p.m. the field, twelve in all, straggled at a walk in the direction of Chagan Balgas. It cost me an effort to understand that this was the 'start.' Manes were decorated with strips of coloured silk, the long tails were bound in the middle by half-a-dozen coils of red cord, and the bridles, single snaffles with raw-hide reins, were each embellished by a round disc of burnished silver attached to the head band. The jockeys were the smallest boys capable of riding the distance which the owners could suffer, and from the lamentations of one lama owner, whose pony finished a bad fourth, I gathered that there is a light-weight jockey difficulty in Mongolia as elsewhere in the world. I estimated the weight of the lightest urchin at between three and four stone, and the biggest boy could not have scaled less than 80 or 85 pounds. Some sported jackets of red or blue silk or chintz, but colours were not obligatory. A saddle or seat in any form was not allowed; the jockeys simply rolled up their loose cotton trousers as high as they could and clutched the ponies' ribs with bare legs. All carried long whips. The course was not marked out in any way. It was understood to be a direct line from the geyser's tent to the Kiakhta-Kalgan telegraph line, a distance of 23 li (over six miles) and back.

WRESTLING: CHURCH V. STATE.

While the race was in progress pairs of wrestlers appeared in the "lozenge" in front of the geyser's tent, and occupied the public attention. It was always a layman against a lama, a tournament of Church versus State, and the sympathies of the onlooker usually sided with his representative. The wrestlers stripped stark in the tents right, and left of the geyser's—the lamas in one and the "black men" in the other—and drew on a stout pair of cotton drawers and a curious garment consisting of back and sleeves only, and many of them kept on their long leather boots, adding a casing of felt to protect the shins. Kicking was in order, and most of the wrestling was a mere exhibition of force, but now and then a dexterous trick showed long practice or great quickness.

The comical feature of the contests was the preliminary challenge. Each, as he emerged from the dressing tent and came in sight of the geyser, brought himself by a series of standing jumps to the pavilion, sprang as high in the air as he could, bowed low with a smack of the hands to the ground, followed this by a couple of high springs, turned round and leaped into a mimatory position in the centre of the plot, where he waited until his adversary had accomplished a similar performance. The tournament usually ends in an easy victory for the Church, the lamas being by far the greater adepts.

DALLAS MUSICAL COMEDY COMPANY.

"THREE LITTLE MAIDS."

This bright and sparkling comedy afforded plenty of fun and genuine amusement to another crowded house at the Theatre Royal last evening. Many readers will remember the great popularity of the play at home, and will doubtless take the opportunity this evening of witnessing its performance by the Dallas Company. As they may remember, the piece opens at a little place called Market Mallory, where we are introduced to three unsophisticated maidens, the daughters of the Vicar, and in a charming trio, they reveal the life of rustic simplicity they had been accustomed to lead, which appears to have got somewhat too tame for them. They had never seen London, or a real live London swell, and they were all burning with curiosity to experience these delights. Lady St. Mallory then goes to the golf links and offers the young ladies all they have been yearning for. She appears to have some interest in a Dutch tea-shop in Bond-street, and the girls eagerly accept her offer to become acclimated, tea girls in her shop. Then the three heroes of the piece appear on the scene and, although they seem to have already bestowed a good deal of their superfluous affections on three titled proteges of Lady St. Mallory, they begin a very determined amorous onslaught on the three rustic maids, and eventually capture their hearts and hands. Lord Cheyne, who is one of the three happy men, is a character with a long pedigree, and, as he puts it himself, a "fearful past." He has got an idea that it is the correct thing to play "gawf," as it is pronounced in the vernacular, but he seems to be under the delusion that the sport is related to the game of billiards, and in this complex state of mind gives a really funny exhibition of his skill as a wielder of the club. This gives Mr. Percival Knight, as Lord Cheyne, an opportunity of introducing a bit of smart light comedy business, which culminates in a regular roar of laughter when he goes off to the bunker to take a long drive, and comes back a moment later with a square foot of turf and tells the cadette he is awfully sorry he has cut the cloth. Of course, there is not very much in the plot itself, but the hearty swing with which it sweeps along keeps everyone in the best of humour and, over and anon, convulsed with laughter. The part of Lord Cheyne, as played by Mr. Knight was very fine, and whenever he appeared from the wings mirth was sure to follow. The Misses Violet Frampton, Alice Wade and Ernestine Walter were especially charming in their portrayal of *The Three Little Maids*. They have easy confidence and control of manner which holds the attention of the audience, Miss Frampton's sweet voice being a rare treat even in Hongkong. Her notes are clear and musical, and could be heard throughout the theatre. Miss Bertha Hunter's *Lady St. Mallory* was a dignified and unassuming character, while the parts of the three society ladies were well sustained by the Misses Eva Boucheur, Amy Bailey and Eva Carlotta. The Vicar is taken by Mr. Duncan Munro and Mr. Frank Cochran is most pleasing as the gentleman from the French Embassy. Mr. Ritter Riley, in the role of *Capit*, appeared out of place, and might, with advantage, tone himself down. An item which should not be omitted from this short notice is Miss Blanche Garbette's skilful playing on the violin during the second act. She was recalled several times in succession, and on each occasion gained the loudest plaudits of the assembly. We shall have something further to say of the play in our next issue.

HERBERT SPENCER AND JAPAN.

KEEP THE FOREIGNER AT ARM'S LENGTH.

"INTERDICT MIXED MARRIAGES."

The Tokio correspondent of the *Times* sends to his journal an interesting account of the admiration of the Japanese for the teaching of Herbert Spencer, and a letter which Spencer wrote in deference to Baron Kentaro Kaneko's request, giving his opinions on Japanese policy. The letter is dated August 26, 1892. We quote from it the following (the italics are Spencer's own):

Respecting the further questions you ask, let me, in the first place, answer generally that the Japanese policy should, I think, be that of keeping Americans and Europeans as much as possible at arm's length. In presence of the more powerful races your position is one of chronic danger, and you should take every precaution to give as little foothold as possible to foreigners.

It seems to me that the only forms of intercourse which you may with advantage permit are those which are indispensable for the exchange of commodities—importation and exportation of physical and mental products. No further privileges should be allowed to people of other races, and especially to people of the more powerful races, than is absolutely needful for the achievement of these ends. Apparently you are proposing by revision of the treaty with the Powers of Europe and America "to open the whole Empire to foreigners and foreign capital." I regret this as a fatal policy. If you wish to see what is likely to happen,

study the history of India. Once let one of the more powerful races gain a *point d'appui* and here will inevitably in course of time grow up an aggressive policy which will lead to collisions with the Japanese; these collisions will be represented as attacks by the Japanese which must be avenged, as the case may be; a portion of territory will be seized and required to be made over as a foreign settlement; and from this time will grow eventually subjugation of the entire Japanese Empire. I believe that you will have great difficulty in avoiding his fate in any case, but you will make the process easy if you allow of any privileges to foreigners beyond those which I have indicated.

Mr. Spencer advises Japan decidedly to prohibit foreigners the working of the mines owned or worked by Government, as likely to give ground for quarrel, "for always the habit here and elsewhere among the civilised peoples is to believe what their agents or sellers abroad represent to them."

He advises the Japanese to keep the coasting trade in their own hands and forbid foreigners to engage in it. Mr. Spencer adds:

To your remaining question respecting the intermarriage of foreigners and Japanese, which you say is "now very much agitated among our scholars and politicians" and which you say is "one of the most difficult problems," my reply is that, as rationally answered, there is no difficulty at all. It should be positively forbidden. It is not at root a question of social philosophy. It is at root a question of biology. There is abundant proof, amply furnished by the intermarriages of human race and by the interbreeding of animals, that when the varieties mingled diverge beyond a certain slight degree the result is inevitably a bad one in the long run. I have myself been in the habit of looking at the evidence bearing on this matter for many years past, and my conviction is based on numerous facts derived from numerous sources. This conviction I have within the last half-hour verified, for I happen to be staying in the country with a gentleman who is well known and has had much experience respecting the interbreeding of cattle; and he has just, on inquiry, fully confirmed my belief that when, say of the different varieties of sheep, there is an interbreeding of those which are widely unlike, the result, especially in the second generation, is a bad one—there arise an incalculable mixture of traits, and what may be called a chaotic constitution. And the same thing happens among human beings—the Eurasians in India, half-breeds in America, show this. The physiological basis of this experience appears to be that any one variety of creatures in course of many generations acquires a certain constitutional adaptation to its particular form of life, and every other variety similarly acquires its own special adaptation. The consequence is that, if you mix the constitution of two widely divergent varieties which have severally become adapted to widely divergent modes of life, you get a constitution which is adapted to the mode of life of neither—a constitution which will not work properly, because it is not fitted for any set of conditions whatever. By all means, therefore, peremptorily interdict marriages of Japanese with foreigners.

Mr. Spencer concludes: "I give this advice in confidence. I wish that it should not transpire publicly, at any rate, during my life, for I do not desire to rouse the animosity of my fellow-countrymen."

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	110 1/2
Do. demand	110 11/16
Do. 4 months' sight	110 15/16
France—Bank T.T.	237
America—Bank T.T.	45 1/2
Germany—Bank T.T.	193
India T.T.	139 1/2
Do. demand	139 1/2
Shanghai—Bank T.T.	71
Japan—Bank T.T.	93
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	113 1/2
Buying.	
4 months' sight L/C.	111 1/2
6 months' sight L/C.	111 1/2
30 days' sight San Francisco & New York	46 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/2
4 months' sight France	242 1/2
6 months' sight do.	243 1/2
4 months' sight Germany	197 1/2
Bar Silver	26 15/16
Bank of England rate	4 1/2

Go-day's Advertisements.

THE "UP-TO-DATE SHORTHAND" has reached Hongkong.

1ST LESSON write any Word.
4TH LESSON write 40 Words a Minute.
11TH LESSON write 120 Words a Minute.
21 LESSONS to Completion of Full Course.

\$50, or by Instalments.

Learned in One Month; the very Dullest 12 Weeks.

TEMPORARY STUDIO:
HOTEL AMERICA,
Hongkong.

PRINCIPAL:
WARWICK PEELE,
(late Special Reporter, British Houses Lords,
Commons and High Courts).
Hongkong, 25th February, 1904. [289]

DIOCESAN SCHOOL & ORPHANAGE.

SCHOOL DUTIES will be RESUMED ON TUESDAY, 1st MARCH. For Terms, apply to THE HEAD MASTER. Hongkong, 25th February, 1904. [288]

Go-day's Advertisements. HONGKONG AND KOWLOON WATER AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at 12.15 P.M., on THURSDAY, the 10th MARCH, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1903.

THE TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th MARCH, both days inclusive.

R. J. MACGOWAN,
Acting Secretary.
Hongkong, 25th February, 1904. [287]

S.S. "SYDNEY."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Danube et Malapan*, from Havre, ex s.s. *Malapan* and from Bordeaux, ex s.s. *Ville de Rochefort*, in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where the same may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 P.M., TO-DAY, the 24th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 2nd March, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 2nd March, or they will not be recognised.

All damaged packages will be examined on WEDNESDAY, the 2nd March, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 25th February, 1904. [29]

THEATRE ROYAL.

THE HENRY DALLAS MUSICAL COMEDY COMPANY.

ENORMOUS SUCCESS.

TO-NIGHT

(THURSDAY), FEBRUARY 25TH,
The Charming Musical Comedy
"THREE LITTLE MAIDS."

TO-MORROW

(FRIDAY), FEBRUARY 26TH,
AND
SATURDAY, FEBRUARY 27TH,
The Sparkling Musical Comedy
"THE FRENCH MAID."

PRICES \$3, \$2 and \$1.

PLANS AT
ROBINSON PIANO CO., LD.
A Late Tram will run Each Night 15 minutes after the Fall of Curtain.

W. FLEMING VALLANCE,
Manager.

Future pieces will be duly advertised.
Hongkong, 22nd February, 1904. [266]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H. M. THE KING
and
HRH. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO. Queen's Road Central. [28]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"MENELOUS"	On 27th February.
GLASGOW AND LIVERPOOL	"RHEIPUS"	On 4th March.
GLASGOW AND LIVERPOOL	"MACHAON"	On 12th March.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	On 22nd March.
GLASGOW AND LIVERPOOL	"NINGCHOW"	On 24th March.
GLASGOW AND LIVERPOOL	"ANTENOR"	On 31st March.
GLASGOW AND LIVERPOOL	"OOPACK"	On 5th April.
GLASGOW AND LIVERPOOL	"JASON"	On 10th April.
GLASGOW AND LIVERPOOL	"ACHILLES"	On 10th April.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"MOYUNE"	On 1st March.
LONDON & ANTWERP	"AJAX"	On 15th March.
GENOA, MARSEILLES & L'POOL	"CLAUDUS"	On 15th March.
LONDON & ANTWERP	"PAKLING"	On 20th March.
LONDON & ANTWERP	"MACHAON"	On 12th April.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 20th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 24th March.

S.S. "PELEUS" left Moji on 25th inst. at daylight for Hongkong.
S.S. "TYDEUS" left Victoria, B.C., on 21st inst. for Japan and Hongkong.
For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th February, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TIENTSIN"	26th instant, at Daylight.
SHANGHAI	"YOHOW"	26th "
NINGPO and SHANGHAI	"KALAN"	26th "
YOKOHAMA and KOBE	"SHANTUNG"	26th "
SHANGHAI	"TAIWAN"	27th "
CEBU and ILOILO	"SHANSHI"	29th "
TIENTSIN	"CHITAI"	1st March.

PORT DARWIN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNS,
VILL, BRISBANE, SYDNEY and
MELBOURNE.* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th February, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th Feb., at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 5th Mar., at 10 A.M.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 25th February, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Mar. 24, 1904.
"INDRAVELL"	4,899	R. F. Craven	April 24, "
"INDRAPURA"	4,899	J. T. Home	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M. on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.FARE.—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.WHARF.—At the Western end of Wing Lok
Street.The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,300 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey, \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

I. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following Days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual and will shortly
be followed by the Steamer "CHARLES
HARDOUIN."These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.
The Saloon is under European Supervision.
First Class European \$3.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck30The Company's Wharf is at the end of Queen
Street, Praya West.For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 6th February, 1904.

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DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES"

Captain Robson, will be despatched for the
above Ports, TO-MORROW, the 26th instant,
at Daylight.For Freight or Passage, apply to
DOUGLAS, LAFLAIRE & Co.,
General Managers.

Hongkong, 23rd February, 1904.

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CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, SALINA CRUZ AND MAN-
ZANILLO MEXICO, AND PORT-
LAND (OREGON).

THE Steamship

"CHINGWOW"

Captain Parkinson, will be despatched for the
above Ports, TO-MORROW, the 26th instant,
at Noon.For Freight, apply at the Company's Offices,
No. 20, Des Voeux Road.J. S. VAN BUREN,
Superintendent.

Hongkong, 22nd February, 1904.

[17]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. G. Olfert, will be despatched for the
above Ports, on TUESDAY, the 1st March,
at 3 P.M.For Freight or Passage, apply to
DAVID SASSON & Co., LIMITED.
Agents.

Hongkong, 24th February, 1904.

[284]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

About

"MACDUFF" 1st Mar.

"AFRIDI" 15th Mar.

For Freight and further Information, apply
toDODWELL & Co., LIMITED.
Agents.

Hongkong, 23rd February, 1904.

[1107]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENGYLE"

Captain T. Darke, R.N.R., will be despatched as
above on SATURDAY, the 5th March, 1904.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 15th February, 1904.

[259]

A WONDERFUL DISCOVERY.

This is the result of research and experiment, which
at last, after long and arduous work, has been
discovered. It is a discovery of the greatest im-
portance, and one which will revolutionize the
treatment of all diseases of the human system.
It is a discovery which has been made by a
man of genius, and one which will be the
means of saving millions of lives. It is a
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Shipping.

Arrivals.
 Sydney, Fr. s.s., 2,650, Blanc, 24th Feb.,
 Marseilles 24th Jan., and Saigon 21st Feb.,
 Mails and Gen.—M. M.
 Foo Shing, Br. s.s., 1,421, Arthur, 24th Feb.,
 England 10th Jan., Coal—J. M. & Co.
 Amerley, Br. s.s., 1,199, Robertson, 24th Feb.,
 —Mojito 19th Feb., Coal—D. & Co., Ltd.
 Scotia, Br. s.s., 2,776, Rushton, 24th Feb.,
 Manila 21st Feb., Cable—Order.
 Hanoi, Fr. s.s., 837, Klausen, 24th Feb.,
 —Hoihow 23rd Feb., Gen.—A. R. M.
 Amphitrite, Br. cruiser, 11,000, Windham, 24th
 Feb., from Wei-hai-wai.
 Wosang, Br. s.s., 1,137, Malkin, 25th Feb.,
 Canton 24th Feb., Gen.—J. M. & Co.
 Taiwan, Br. s.s., 1,107, Harder, 25th Feb.,
 Canton 25th Feb., Gen.—B. & S.

Departures.

Feb. 25.

Chowlat, for Bangkok.
 Mongkut, for Bangkok.
 Agamemnon, for Tacoma.
 Kowloon, for Chinkiang.
 Sydney, for Shanghai, &c.
 Hangang, for Calcutta.
 Namang, for Calcutta.
 Panku, for Japan.
 Haidis, for Japan.

Passengers arrived.

Per Sydney, for Hongkong from Marseilles
 —Messrs. William, A. M. Bruce and Duche-
 min. From Colombo—Messrs. Gelby, Martin,
 Mr. and Mrs. Dealy, and Mr. Hamilton Smith.
 From Singapore—Messrs. Goodman, Karl
 Alberta Clarence Craig, J. D. Harris, Mr. and
 Mrs. Swan, Mr. and Mrs. Grainga and infant,
 Messrs. Percy Hayan, D. de Phamtu and boy,
 Mrs. H. Gelby and baby, and Miss Newley.
 From Saigon—Messrs. A. Sands, Abel, Mrs.
 Okafesa, Messrs. Naragaj, Abel, 94 Chinese, and
 2 Japanese. For Shanghai from Marseilles—
 Mrs. Pasquier, Capt. W. N. Chard, and Mr.
 Lambert. From Djibouti—Mr. Morin and
 daughter. From Colombo—Mrs. Nidden, Mrs.
 Teidmann, Messrs. Russ, Schuh, Mrs. Betty
 Rausche, Mr. Hubert, and Mrs. Schmidt. For
 Kobe from Colombo—Messrs. Rintaro, Nara-
 mura and Jamji. From Singapore—Mr. and
 Mrs. Takida, Mr. and Mrs. Tomata, Mr. H.
 Hobe, and 1 Japanese. From Saigon—Mr. de
 Lowenthal. For Yokohama from Suez—Mr.
 Smith Chace. From Colombo—Capt. Caltrak,
 Mr. Nimitaki, Mr. and Mrs. Aurochore, and
 Dr. Kyushiro. From Singapore—Mr. Harwick
 Pul, and Mrs. Mathews.

Shipping Report.

Str. Scotia from Manila:—Fresh N.E. mon-
 soons.
 Str. Hanoi from Hoihow:—Moderate Ely
 winds and sea.
 Str. Fosching from Barry Docks:—Singapore
 to port, moderate monsoon, weather fine and
 clear.

Steamers Expected.

Vessels	From	Agents	Due
Coromandel	Singapore	P. & O. Co.	Feb. 27
Brasmar	Manila	S. T. & Co.	Feb. 27
Glenlogan	Manila	M.C.G. & G.	Feb. 28
Tijahai	Manila	C. J. J. L.	Feb. 28
Seydlitz	Japan	C. J. J. L.	Mar. 1
Laisang	Singapore	J. M. & Co.	Mar. 1
Preussen	Singapore	M. & Co.	Mar. 1
Korea	Manila	P. M. & Co.	Mar. 3
Gaelic	San Francisco	O. & C. Co.	Mar. 9
Indrasamha	Portland	P. & A. Co.	Mar. 15

Hongkong & Whampoa Dock Returns.

Vessels	At	Kowloon Dock
Ellen Rickmers	"	"
Yuen-sang	"	"
Hue	"	"
Tak Hing	"	"
Sungkiang	"	"
Tacoma	"	"
Lin Tan	"	"
Kailong	"	"
H.I.G.M.S. Mowee	"	"
H.M.S. Glory	"	"
Tai On	"	"
Borneo	"	Cosmopolitan
Keongwai	"	"
Lothair	"	Aberdeen

Ships Passed The Canal.

Outward—23rd January—Aragonia. 30th
 January—Glenroy. 9th February—Nurnberg.
 12th February—Bayern. 20th February—
 Flinthire, Japan, Polynesia. 24th Feb-
 ruary—Yanagisawa, Rosely.
 Arrivals at Home—23rd January—Konig
 Albert. 27th January—Formosa. 30th Janu-
 ary—Marburg, Salasia, Achilles. 3rd Febru-
 ary—Indramayo, Kawachi Maru. 6th Febru-
 ary—Bingo Maru. 12th February—Manila,
 Shanadoh, Promithus. 12th February—
 Kianichou. 17th February—Dardanus, In-
 drani. 19th February—Ceylon. 24th Febru-
 ary—Calhar, China.

Vessels in Port.

Steamers.

Amigo, Ger. s.s., 822, Hansen, 20th Feb.,
 —Mojito 15th Feb., Coal—J. & Co.
 Anghin, Ger. s.s., 1,001, Schluper, 20th Feb.,
 —Bangkok and Anghin 13th Feb., Rice—
 M. & Co.
 An Pho, Br. s.s., 966, Kynoch, 20th Feb.,
 —Saigon 15th Feb., Rice—B. & Co.
 Ascat, Br. s.s., 2,776, Cox, 24th Feb., —Mojito
 17th Feb., Coal—Order.
 Beechley, Br. s.s., 2,864, Forseth, 24th Feb.,
 —Mororan 12th Feb., Coal—D. & Co., Ltd.
 Bourbon, Fr. s.s., 987, Antoni, 20th Feb.,
 —Saigon 15th Feb., Rice—Yong Song.
 Crusader, Br. s.s., 1,351, Brown, 11th Feb.,
 —Mojito 5th Feb., Coal—D. & Co., Ltd.
 Devawongse, Ger. s.s., 1,050, Kumpel, 24th
 Feb., —Bangkok 17th Feb., Rice—B. & S.
 Dunblane, Br. s.s., 2,402, Martin, 16th Feb.,
 —Rangoon 1st Feb., Rice—Order.
 Emma Luyken, Ger. s.s., 1,110, Martens, 19th
 Feb., —Saigon 14th Feb., Rice and Flour.
 —E. A. T. Co.
 Empress of Japan, Br. s.s., 3,003, Beetham,
 R.M.S., 17th Feb., —Vancouver 25th Jan.,
 and Shanghai 14th Feb., Mails and Gen.—
 C. P. R. Co.
 Ferndene, Br. s.s., 2,448, Fisher, 22nd Feb.,
 —Wellington 18th Jan., and Newcastle 28th,
 Coal—D. & Co., Ltd.
 Goddard, Br. s.s., 2,164, Nasbett, 23rd Feb.,
 —Mojito 18th Feb., Coal—B. & Co.
 Gregory Apar, Br. s.s., 2,940, Oliffent, 23rd
 Feb., —Calcutta 6th Feb., via Penang and
 Singapore 18th, Gen.—D. S. & Co., Ltd.
 Hanyang, Br. s.s., 1,206, Caswell, 24th Feb.,
 —Canton 24th Feb., Gen.—B. & S.
 Hissang, Br. s.s., 1,536, Savers, 22nd Feb.,
 —Kuchinotzu 17th Feb., Coal—Order.
 Holstein, Ger. s.s., 983, Hansen, 22nd Feb.,
 —Mojito 16th Feb., Coal—J. & Co.
 Hydra, Br. s.s., 2,625, Smith, 15th Feb.,
 —Bombay 5th Jan., and Rangoon 1st Feb.,
 Rice—D. & Co., Ltd.
 Kaifong, Br. s.s., 1,024, Pennefather, 2nd Feb.,
 —Cebu via Hilo and Manila 30th Jan.,
 Gen.—B. & S.
 Kampot, French s.s., 902, Bayat, 23rd Feb.,
 —Saigon 15th Feb., Rice—Bradley & Co.
 Lyeemoon, Ger. s.s., 1,238, Lehmann, 19th
 Feb., —Canton 18th Feb., Gen.—S. & Co.
 Marie Jensen, Ger. s.s., 1,771, Bendixen, 16th
 Feb., —Sourabaya 1st Feb., Sugar—J. &
 Co.
 Nanshan, Br. s.s., 1,299, Stovell, 17th Feb.,
 —Rangoon and Singapore 9th Feb., Rice—
 B. & Co.
 Paklat, Ger. s.s., 1,018, Bandelin, 21st Feb.,
 —Bangkok 13th Feb., Rice and Wood—B.
 & S.
 Petchaburi, Ger. s.s., 1,373, Hillmann, 19th
 Feb., —Bangkok 11th Feb., Gen.—B. & S.
 Phra Chula Chom Klao, Ger. s.s., 1,108, Bohn,
 23rd Feb., —Anbin 13th Feb., Rice—B. &
 S.
 Phranang, Ger. s.s., 1,021, Mangelsdorff, 22nd
 Feb., —Ang Hin 14th Feb., Rice—B. & S.
 Prima, Norw. s.s., 761, Meyer, 19th Feb.,
 —Borneo 11th Feb., Timber—S. W. & Co.
 Queen Mary, Br. s.s., 2,262, Simpson, 22nd
 Feb., —Mojito 15th Feb., Coals—B. & Co.
 Rugby, Br. s.s., 2,110, Brown, 22nd Feb.,
 —Kuchinotzu, (Japan) 15th Feb., Coal—B.
 & Co.
 Shaantung, Br. s.s., 1,835, Quail, 17th Feb.,
 —Java 8th Feb., Sugar—B. & S.
 Shantung, Ger. s.s., 1,000, Engelhardt, 24th
 Feb., —Swatow 23rd Feb., Kerosine,
 —Mr. G. McBain.
 Sinar, Br. s.s., 1,543, Williams, 14th Feb.,
 —Barry 24th Dec., Coal—B. & S.
 Sulfordia, Br. s.s., 2,365, Cress, 14th Feb.,
 —Newport, Mon. 25th Dec., Coals—Order.
 Tacoma, Am. s.s., 2,689, Ridley, 14th Feb.,
 —Tacoma 13th Jan., and Mojito 9th Feb., Gen-
 —D. & Co., Ltd.
 Telemachus, Br. s.s., 1,340, Williamson, 19th
 Feb., —Saigon 14th Feb., Rice and Meal.
 —Nam Wo & Co.
 Thales, Br. s.s., 820, Robson, 24th Feb.,
 —Fochow 21st Feb., Amoy 22nd, and
 Swatow 23rd, Gen.—D. L. & Co.
 Thea, Ger. s.s., 934, Oherlich, 14th Feb.,
 —Kebao 10th Feb., Pakhoi 12th, and Hoihow
 13th, Coals and Gen.—J. & Co.
 Triumph, Ger. s.s., 850, Hansen, 24th Feb.,
 —Swatow 23rd Feb., Gen.—O. S. K.
 U. S. Dollar, Br. s.s., 2,674, Gow, 14th Feb.,
 —Samarang 6th Feb., Sugar—B. & S.
 Yochow, Br. s.s., 1,325, Brown, 24th Feb.,
 —Canton 24th Feb., Gen.—B. & S.
 Zafiro, Br. s.s., 1,611, Rodger, 22nd Feb.,
 —Manila 20th Feb., Gen.—S. T. & Co.

Post Office.

A Mail will close for:—

Canton—Per Honan, 26th Feb., 7:30 A.M.
 Swatow, Amoy and Fochow—Per Thales,
 26th Feb., 8 A.M.
 Swatow, Amoy and Fochow—Per Triumph,
 26th Feb., 9 A.M.
 Mojito, Kobe, Yokohama, Victoria, (B.C.) and
 Tacoma—Per Tacoma, 26th Feb., 11 A.M.
 Mojito, Kobe, Manzanillo, Saline Cruz and
 Portland—Per Chinguo, 26th Feb., 11 A.M.
 Kobe—Per Amigo, 26th Feb., 11 A.M.
 Tientsin and Chefoo—Per Thea, 26th Feb.,
 11 A.M.
 Macao—Per Hwangshan, 26th Feb., 1:15 P.M.
 Ningpo and Shanghai—Per Kaigan, 26th
 Feb., 3 P.M.
 Calcutta—Per U. S. Dollar, 26th Feb., 3 P.M.
 Yokohama and Kobe—Per Shantung, 26th
 Feb., 4 P.M.
 Shanghai—Per Taiwan, 26th Feb., 5 P.M.
 Canton—Per Kinsan, 26th Feb., 5 P.M.
 Canton—Per Powan, 27th Feb., 7:30 A.M.
 Europe, &c., India, via Taucorn—Per
 Chusan, 27th Feb., 11 A.M.
 Macao—Per Hwangshan, 27th Feb., 1:15 P.M.
 Kongmoon, Kumchuk and Samshui—Per
 Tungkong, 27th Feb., 3 P.M.
 Tientsin—Per E-sung, 27th Feb., 3 P.M.

Swatow and Shanghai—Per Wungang, 27th
 Feb., 3 P.M.
 Chinkiang—Per Wotang, 27th Feb., 3 P.M.
 Nantao—Per Tachun, 27th Feb., 5 P.M.
 Sanbue—Per Hoi Fu, 27th Feb., 5 P.M.
 Macao—Per Winghai, 27th Feb., 5 P.M.
 Canton—Per Fushan, 28th Feb., 9 A.M.
 Manila—Per Zafiro, 29th Feb., 9 A.M.
 Hilo—Per Wuchang, 29th Feb., 3 P.M.
 Straits and Calcutta—Per Gregory Apar,
 1st Mar., 2 P.M.
 Tientsin—Per Chihli, 1st Mar., 3 P.M.
 Europe, &c., India, via Taucorn—Per
 Seydlitz, 2nd Mar., 11 A.M.
 Manila and Cebu—Per Shansi, 2nd Mar.,
 3 P.M.
 Manila—Per Rubi, 5th Mar., 9 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Victoria and Vancouver—Per Empress of
 Japan, 9th Mar., 11 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama,
 Honolulu and San Francisco—Per Korea, 10th
 Mar., 11 A.M.

Books containing stamps of the following
 denominations may be obtained at the counter
 of General Post Office for \$1.00 each.
 16 stamps at 4 cents.
 12 " " 2 " "
 12 " " 1 " "

Until further notice the transmission of
 correspondence via Dalny and the Trans-
 Siberian Railway is discontinued.

VISITORS AT THE HOTELS.

HONGKONG.
 Aagaard, B. Jackman, H. T.
 Abbott, Mr. and Mrs. Jaffe, J.
 S. H. Joseph, Mr. and Mrs.
 Albert, Karl. Katsch, E. A.
 Anderson, Mr. Kempfer, E. G.
 Barff, Mr. & Mrs. C. S. Kirkwood, Miss
 Bell, H. F. Kulka, F.
 Black, Mr. and Mrs. Leggett, E. A.
 Boggan, Mr. & Mrs. R. E.
 Bonner, E. A. Lewis, A. R.
 Bonwick, Mr. & Mrs. Little, E. S.
 R. W. Little, E. S.
 Boughton, A. C. Macgowan, R. J.
 Bransen, H. E. Col. MacKie, Gordon.
 Brown, Major Baker. Marriott, Dr. O.
 Buck, Hart. Marten, G. P. de
 Cardot, L. M. Mast, Sidney
 Clark, W. C. Mast, Mr. and Mrs. E.
 Coates, Col. Math, E. P.
 Colson, F. S. Corbett, N. E. F.
 Cotton, Miss. McGilivray, Miss
 Coulson, C. H. Meikle, Mr. & Mrs. E.
 Cowden, Miss K. Menocal, D.
 Davies, Mrs. J. T. Miller, P. L.
 Deacon, F. B. Monro, R.N., Com. C.S.
 Dean, G. Murphy, Mr. and Mrs.
 E. O. E. O.
 Derbyshire, J. H. Newington, A. G.
 Douglas, Capt. & Mrs. North, C. J.
 Queen Mary, Br. s.s., 2,262, Simpson, 22nd
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 —Kuchinotzu, (Japan) 15th Feb., Coal—B.
 & Co.
 Shaantung, Br. s.s., 1,835, Quail, 17th Feb.,
 —Java 8th Feb., Sugar—B. & S.
 Shantung, Ger. s.s., 1,000, Engelhardt, 24th
 Feb., —Swatow 23rd Feb., Kerosine,
 —Mr. G. McBain.
 Sinar, Br. s.s., 1,543, Williams, 14th Feb.,
 —Barry 24th Dec., Coal—B. & S.
 Sulfordia, Br. s.s., 2,365, Cress, 14th Feb.,
 —Newport, Mon. 25th Dec., Coals—Order.
 Tacoma, Am. s.s., 2,689, Ridley, 14th Feb.,
 —Tacoma 13th Jan., and Mojito 9th Feb., Gen-
 —D. & Co., Ltd.
 Telemachus, Br. s.s., 1,340, Williamson, 19th
 Feb., —Saigon 14th Feb., Rice and Meal.
 —Nam Wo & Co.
 Thales, Br. s.s., 820, Robson, 24th Feb.,
 —Fochow 21st Feb., Amoy 22nd, and
 Swatow 23rd, Gen.—D. L. & Co.
 Thea, Ger. s.s., 934, Oherlich, 14th Feb.,
 —Kebao 10th Feb., Pakhoi 12th, and Hoihow
 13th, Coals and Gen.—J. & Co.
 Triumph, Ger. s.s., 850, Hansen, 24th Feb.,
 —Swatow 23rd Feb., Gen.—O. S. K.
 U. S. Dollar, Br. s.s., 2,674, Gow, 14th Feb.,
 —Samarang 6th Feb., Sugar—B. & S.
 Yochow, Br. s.s., 1,325, Brown, 24th Feb.,
 —Canton 24th Feb., Gen.—B. & S.
 Zafiro, Br. s.s., 1,611, Rodger, 22nd Feb.,
 —Manila 20th Feb., Gen.—S. T. & Co.

CONNAUGHT.

Bain, J. W. Knight, Mr. & Mrs. P.
 Bell, J. Mrs. Lee, G. E.
 Bell, J. F. Loftus, Eugene
 Bonheur, Miss E. R. Macfarlane, Dr. and
 Boyce, W. B. Mrs. H.
 Cameron, Mr. and Mrs. Moir, Geo. A.
 and children. Mum, Chs.
 Christie, Mrs. & Mr. D. Murchies, F.
 Cronin, John. Newborn, R. H.
 Dufour, Mrs. B. Putnam, Mr. & Mrs. J.
 Dulot, Mme. Riley, W. R.
 Eyre, Mr. and Mrs. H. Roberts, A. G.
 George, C. Robertson, W. R.
 Harris, J. Rutherford, N. H.
 Haydu, Percy. Sheldon, B. P.
 Hayter, L. Stirling, John
 Heckford, R. G. Thomson, J. D.
 Helme, E. B. Vallance, Mr. & Mrs.
 Hills, L. D. W. F.
 Howard, E. Wakeman, G. H.
 Kilo, H. I. Williams, W. H.
 Kirkhope, Hugh.

THOMAS.

Berrain, C. F. Kerrs, J.
 Bow, O. Knoblock, von
 Caramar de. Lawrie, W.
 Crego, Mr. Munroe, W. H. A.
 Denniston, D. Newsham, M. A.
 Edward, J. Pange, P. de
 Fisher, H. L. Porter, B.
 Gilbes, F. S. Smith, J.
 Henry, D. J. M. Wal, U.
 Hough, Dr. Whitley, Mr.
 Keeble, Geo. Young, L. C.

KING EDWARD.

Andrews, H. J. Kent, Mrs. F. E.
 Brannwell, W. Kerkhoven, Mrs.
 Brarid, C. H. Muelle, Ed. (Consul for
 Carter, H. B. Peru)
 Craig, Clarence. Oesterreicher, F. T.
 Gilby, Mr. and Mrs. H. Otto, R.
 I. I. Roland, Mr.
 Gossler, A. V. Beren- Rose, Mr. and Mrs. T.
 neg. J.
 Harris, J. D. Sands, Alan
 Hick, W. M. Stephens, Mr. & Mrs.
 Hollingsworth, A. H. M. J. D.
 Jorgensen, Dr. Richard. Talati, Mr. and Mrs. M.
 Kadonrie, R. P.
 Kent, R. A., Lt.-Col. F. Vaughan, H. S.
 E. Wallace, Mrs. H.

PEAK.

Beatlie, J. M. Mortimore, Miss E.
 Beatlie, M. P. Morris, Dr. and Mrs.
 Bensen, Major & Mrs. Moxon, Mr. and Mrs.
 Bolagovsky, Mr. & Mrs. Hebert
 Mrs. C. de, maid. Ollis, Mr. and Mrs.
 and child. Ormiston, Major and
 Mrs. J. W.
 Bunny, Major and Mrs. Oswald, Mr. and Mrs.
 Buny, Miss. J. and children
 Brown, Col. L. F. Parsons, E. E.
 Chapman, Mr. & Mrs. Pollock, H. E.
 Clibchester, Major and Mrs. Pratt, Major and Mrs.
 Mrs. A. C. Putnam, Mr. and Mrs.
 Dorn, J. C. Reid, T. H.
 Dymock, R. A. A. Rauchbold, Mr.
 Ferrier, Col. & Mrs. Sawyer, Mrs. W. E.
 Foote, R.N., Capt. and Mrs. Sinclair, A.
 Mrs. Smith, A. Findlay
 French, Major G. A. Smith, C. W.
 Grant, R.N., Eng. Lieut. Spalkhaver, W. O. C.
 A. R. Steles, Mr. and Mrs.
 Hamilton, Major. Stevenson, D.
 Hewitt, F. T. B. Stearnland, Mr. and
 Holbrook, Mr. Mrs. J. and child
 Hardy, R.N., Commad- Uffel, V. von
 and Mrs. Watkins, R.E., Capt.
 Jeffries, H. W. Watson, Mr. and Mrs.
 Lewis, R.N. Capt. and Mrs. Wenborn, S. T.
 Mrs. Vaughan. White, Dr. and Mrs.
 Lutgens, R. M. J.
 Martin, R. Yates, Mr. & Mrs. C. C.
 McDermott, A. P. B. Mitchell, R.

CRAIGIEBURN.

Austen, R.N., Staff Powell, Sidney J.
 Surgeon and Mrs. Smith, Mr. and Mrs.
 Grant
 Best, Mrs. Smith, Mr. E. Grant
 Best, C. H. Walker, Lieut. & Mrs.
 Clark, Lieut. T. F. and child
 Daniel, W. Whitehead, Mr. & Mrs.
 Hudson, Mrs. A. Woodward, Mr. & Mrs.
 and children

KOWLOON.

Archibald, H. K. Hutton, Chas. F.
 Nicholson, Alfred. Iremonger, Lieut. Col.
 Best, C. H. and Mrs.
 Clark, Lieut. T. F. Koralewski, Lieut.
 Daniel, W. Vizee, D.

THE WEATHER.

The following report is from Mr. J. I. Plum-
 mer, Chief Assistant of the Hongkong Obser-
 vatory:—
 On the 24th at 11:32 a.m. the barometer has
 risen in Japan, and the changes elsewhere
 are slight.
 Pressure is highest in SW. Japan, and lowest
 in the Philippines.
 Gradients are slight on the China Coast, but
 rather steep over the China Sea. Light E.
 winds will be met with in the Formosa
 Channel, with fresh monsoon in the northern
 part of the China Sea.
 Forecast:—Fresh NE. winds; cloudy, fine.

	Feb. 24 at 10 a.m.	Feb. 24 at 4 p.m.
Barometer	30.23	30.12
Temperature	68	66
Humidity	48	64
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

	February 24th, 1904, a.m.	Bar. Th. Hu. Wind W.
Vladivostok	7 a.m.	—
Nemuro	6 a.m.	30.28 — NE 6
Hakodate	—	30.29 — N 2
Tokio	—	30.34 — NW 4
Kochi	—	30.23 — NE 2
Nagasaki	—	30.39 — NE 2
Kagoshima	—	30.39 — NE 2
Oshima	—	30.32 — NE 2
Naha	—	30.29 — NE 4
Ishigakijima	—	30.25 — E 4
Taihou	5 a.m.	—
Tainan	—	—
Koshun	—	—
Pescadore	—	—
Weihowai	9 a.m.	30.28 55 — SSW 3 cm
Gutzlaff	—	30.22 63 80 NNW 2 b
Sharp Peak	—	30.22 63 80 NNW 2 b
Amoy	6:30 a.m.	30.33 55 87 WSW 1 c
Swatow	9 a.m.	30.23 67 74 NE 1 c
Canton	—	30.23 67 74 NE 1 c
Hongkong	10 a.m.	30.23 68 74 E 3 c
Victoria Peak	—	30.23 68 74 E 3 c
Gap Rock	—	30.23 69 — E 1 c
Macao	—	—
Hongkong	—	—
Manila	—	—
Bacolod	9 a.m.	—
Hilo	—	—
Cebu	—	—
C. St. James	10 a.m.	—

THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS:			
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- & bonus of 10/- @ 1/81 = \$22.95 for half-year ending 31.12.1903	\$612 ex div.
National Bank of China, Ltd.....	\$ 8	3/8 = \$2 for 1903.....	\$34 b.
Do. Founders.....	\$ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.....	\$ 100	32 per cent = \$32 per share for 1902 ...	\$485 s.
China Traders' In. Co., Ltd.....	\$ 25	16 % = \$4 for year ended 30.4.1903.....	\$85
North China In. Co., Ltd.....	\$ 5	Final of £1 making £2 for 1902	Tls. 67
Yangtze In. Association, Ltd.....	\$ 60	20 % = \$12 for 1901	\$135
Canton In. Office, Ltd.....	\$ 50	30 % = \$15 per share for 1902	\$175
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.....	\$ 50	\$22 per share for 1901	\$305 b.
China Fire In. Co., Ltd.....	\$ 20	\$6 per share for 1901	\$205 s. & b.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.....	\$ 15	\$14 for half-year ending 31.12.1903 ...	\$28 s.
Indo-China S. S. Co., Ltd.....	\$ 10	5 % = 10/- per share for 1902.....	\$83
China & Manila S.S. Co., Ltd.....	\$ 50	10 % = \$5 per share for 1900.....	\$34
Douglas Steamship Co., Ltd.....	\$ 50	Div. of \$3 for year ended 30.6.1903.....	\$35 s.
"Star" Ferry Co., Ltd.....	\$ 5	\$1.20 = 12 % for year ending 31.12.1903	\$30
"Shall" Transport & Trading Co., Ltd.....	\$ 1	60 cts. 30/4/03	\$184 s.
Taku Tug & Lighter Co., Ltd.....	Tls. 50	Interim of 1/- for 1903	Tls. 1 b.
Shanghai Tug & Lighter Co., Ltd.....	Tls. 50	Interim of 2 % for 1903	Tls. 36 b.
Do. Preference	Tls. 50	Interim of 4 % = Tls. 2.00	Tls. 474 s.
Do. Preference	Tls. 50	Interim of 3 1/2 % = Tls. 1.75	Tls. 45 b.
REFINERIES.			
China Sugar Refining Co., Ltd.....	\$ 100	Fin. of \$7 making \$12 for 1903	\$107 s. & b.
Luzon Sugar Refining Co., Ltd.....	\$ 100	\$3 per share for 1897	\$10 s.
Perak Sugar Cultivation Co., Ltd.....	Tls. 50	5 % = Tls. 2 1/2 for year ending 30.9.03.....	Tls. 50
MINING.			
Panjom Mining Co., Ltd.....	\$ 11	None	\$1 s.
Société Française des Charbonnages du Tonkin	Fr. 250	Interim of Frs. 30 for 1903.....	\$600 s.
Raub Australian Gold Mining Co., Ltd.....	£0.18.10.	No. 12 of 1/- per share 28.1.01	\$6
Chinese Engineering & Mining Co., Ltd.....	\$ 1	No. 2 of 1/- per share 26.10.03	Tls. 6 1/2 b.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.....	\$ 50	\$6 div. & \$1 bonus for 4-year 30.6.03.....	\$200 ex div.
S. C. Farquhar, Boyd & Co., Ltd.....	Tls. 100	Interim of Tls. 5 for 4-year ending 31.10.1903	Tls. 140 s.
Hongkong & Kowloon Wharf & Godown Co., Ltd.....	\$ 50	Interim of \$2 1/2 for 1903.....	\$95 b.
New Amoy Dock Co., Ltd.....	\$ 61	\$2 1/2 for 1902	\$37 1/2 s.
Shanghai & Hongkew Wharf & Godown Co., Ltd.....	Tls. 100	Interim of Tls. 5 for 1903	Tls. 200 b.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.....	\$ 10	8 % = 80 cents per share for 1903	\$9 s.
Hongkong Land Investment & Agency Co., Ltd.....	\$ 100	Final of \$6 making \$12 for 1903	\$149 s.
Kileon Land & Building Co., Ltd.....	\$ 30	\$2.60 per share for 1903	\$35
West Point Building Co., Ltd.....	\$ 50	Final of \$1.70 making \$3.20 for 1903.....	\$54
Hongkong Hotel Co., Ltd.....	\$ 50	\$6 for first 4-year 1903	\$146
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 % for year ending 30.6.03	\$26 s.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6 % for year ending 31.3.03	Tls. 14
Humphreys Estate & Finance Co., Ltd.....	\$ 10	9 per cent. for 1903	\$10.50 s.
Shai Land Investment Co., Ltd.....	Tls. 50	Interim of 6 % for 1903	Tls. 112 s.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.....	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903	\$15 1/2 s.
Ewo Cotton Spinning & Weaving Co., Ltd.....	Tls. 50	8 % for period ended 31.10.1903.....	Tls. 31 s.
International Cotton Manufacturing Co., Ltd.....	Tls. 75	Interim of 3 % on account of 1898 ..	Tls. 25 b.
Laou-kang-mow Cotton Spinning & Weaving Co., Ltd.....	Tls. 100	Interim div. of 4 % on acct. of 1898 ..	Tls. 32 1/2 s.
Soy Chee Cotton Spinning Co., Ltd.....	Tls. 500	4 % for period ended 31.12.1897.....	Tls. 170 s.
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.....	\$ 500	25 % for year ending 30.6.1900	\$200
Philippine Co., Ltd.....	\$ 10	First year	\$10 b.
Shanghai - Sumatra Tobacco Co., Ltd.....	Tls. 20	Interim of Tls. 3 per share	Tls. 52 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.....	\$ 10	12 % = \$1.20 per share for 1902	\$25
China-Borneo Co., Ltd.....	\$ 12	First year	\$8 1/2 s.
A. S. Watson & Co., Ltd.....	\$ 10	Interim of 5 % for 1903	\$14 s.
Watkins, Ltd.....	\$ 10	\$1 per share for 1902	\$7 1/2
Hongkong Electric Co., Ltd.....	\$ 10	90 cents for year ending 30.4.1903 ..	\$12 1/2
Hongkong Electric Co., Ltd.....	\$ 5	45 cents for year ending 30.4.1903 ..	\$7
Hongkong & China Gas Co., Ltd.....	\$ 10	10 % div. and 1 % bonus for 1902	\$145 b.
Hongkong Rope Manufacturing Co., Ltd.....	\$ 50	\$10 for 1903	\$140 s.
Geo. Fenwick & Co., Ltd.....	\$ 25	15 per cent = \$3.75 for 1902	\$51
Hongkong Ice Co., Ltd.....	\$ 25	Interim of \$12 making \$16 for 1903 ..	\$330
Hongkong High-Level Tramways Co., Ltd.....	\$ 100	\$30 for year ending 31.11.1903	\$120
Dairy Farm Co., Ltd.....	\$ 6	\$14 for year ending 31.7.1903	\$228 b.
Campbell, Moore & Co., Ltd.....	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.....	£0.12.6.		\$ s.
United Asbestos Oriental Agency, Ltd.....	\$ 4	90 cents } for year ending 31 5/03 ...	\$9 1/2 b.
Do. Founders.....	\$ 10	\$29.70	\$210 b.
Hongkong Steam Water-boat Co., Ltd.....	\$ 10	Final of 6 % making 12 % for year ..	\$15 1/2 b.
China Light & Power Co., Ltd.....	\$ 10	None	\$ s.
William Powell, Ltd.....	\$ 10	\$1 for year ended 30.6.1903.....	\$9 1/2
Maatschappij tot Mijn, Bosch- en Landbouw exploitatie in Langkat, Limited	Guilders (10)	{ 5 1/2 interim dividend of Tls. 7 1/2 paid 15.12.1903 making so far Tls. 35 for the year ending 31.10.03	Tls. 305 s.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.....	\$ 50	First year	\$50
South China Morning Post, Ltd.....	\$ 25	First year	\$25
Telegraphic Address—"Rialto." BENJAMIN, KELLY & POTTS, Share Brokers.			
Telephone No. 148, P. O. Box No. 111.			
NOTE.—b=buyers, s=sellers, sa=sales.			

WM. POWELL, LD.
DRAPERS.

EVERYTHING

FOR THE

RACES.

Ladies' Department,

34, QUEEN'S ROAD.

GENTLEMEN'S DEPARTMENT,

28, QUEEN'S ROAD.

WM. POWELL, LD.
DRAPERS.

WM. POWELL, LD.
DRAPERS.

WM. POWELL, LD.
DRAPERS.